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DOCUMENTS  
OF THE  
SENATE

OF THE  
STATE OF NEW YORK,  
ONE HUNDRED AND SIXTEENTH SESSION.

1893.

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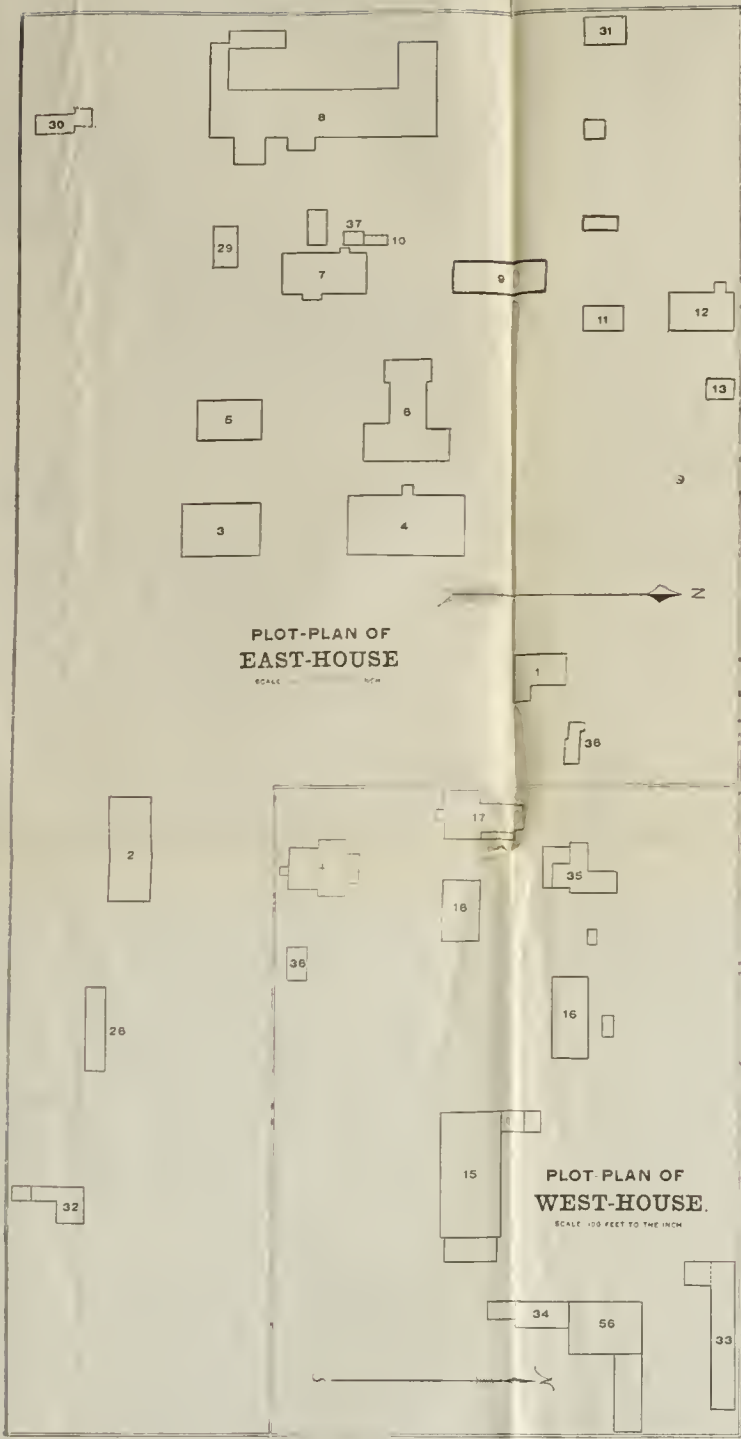
VOLUME II — Nos. 6 to 9 — PART I — INCLUSIVE.

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ALBANY :  
JAMES B. LYON, STATE PRINTER.  
1893.





REFERENCES.

Total number of acres, 1871.01  
About 500 acres of timber land  
About 35 acres of apple orchards  
About 5 acres of peach orchards  
About 1 acre of berries  
Flouring mill 2 miles above, at Tuscarora  
Flouring mill 3 miles above, at Cooperville  
Flouring mill 7 miles above, at Nunda  
Flouring mill 9 miles above, at Oakland

1. Office, East House
2. Horse barn, East House
3. Meeting house, East House
4. Main building, East House
5. Sewing house, E. H.
6. Kitchen building, E. H.
7. Laundry, E. H.
8. Stock barn, E. H.
9. Ice house, E. H.
10. Boiler house, E. H.
11. Joiner house, E. H.
12. Brown shop, E. H.
13. School house, E. H.
14. Main building, West House
15. Horse barn, W. H.
16. Brown shop, W. H.
17. Laundry, W. H.
18. Sewing house, W. H.
19. Brick house, E. of Kishauqua Creek
20. Barn at Brick House
21. Barn E. of Brick House
22. House N. of Brick H.
23. Barn N. of Brick H.
24. House E. of Brick H.
25. Barn E. of Brick H.
26. Public school house
27. Tenant house, E. H.
28. Wagon shop, E. H.
29. Fruit house, E. H.
30. Poultry house, E. H.
31. Granary, E. H.
32. Farmer's house, E. H.

33. Stock sheds, W. H.
34. Ice house, W. H.
35. Dry house, W. H.
36. Office, W. H.
37. Engine house, E. H.
38. Tool house, E. H.
39. Blacksmith shop, E. H.
40. Barn E. of bldg. shop
41. Saw mill, E. H.
42. Saw mill engine house
43. Shed N. W. of saw mill.
44. W. N. Y. & P. depot
45. Shed N. of depot
46. Grain barn N. of depot
47. Cattle shed N. of barn
48. Stock shed N. W. of barn
49. Elevator on Erie R. R.
50. Junction depot.
51. House, South Side
52. Barn, South Side
53. House on bluff.
54. House on U. C. road
55. Barn on U. C. road
56. Stock barn, W. H.

"A" is bench mark  
Watershed of Spring Creek above proposed dam, from 2 to 3 square miles  
Total fall of Kishauqua Creek through property, 100.6 feet  
"B," proposed reservoir, W. H.  
"C," reservoir, E. H.  
"D," old dam  
Levels are plus and minus  
East House location

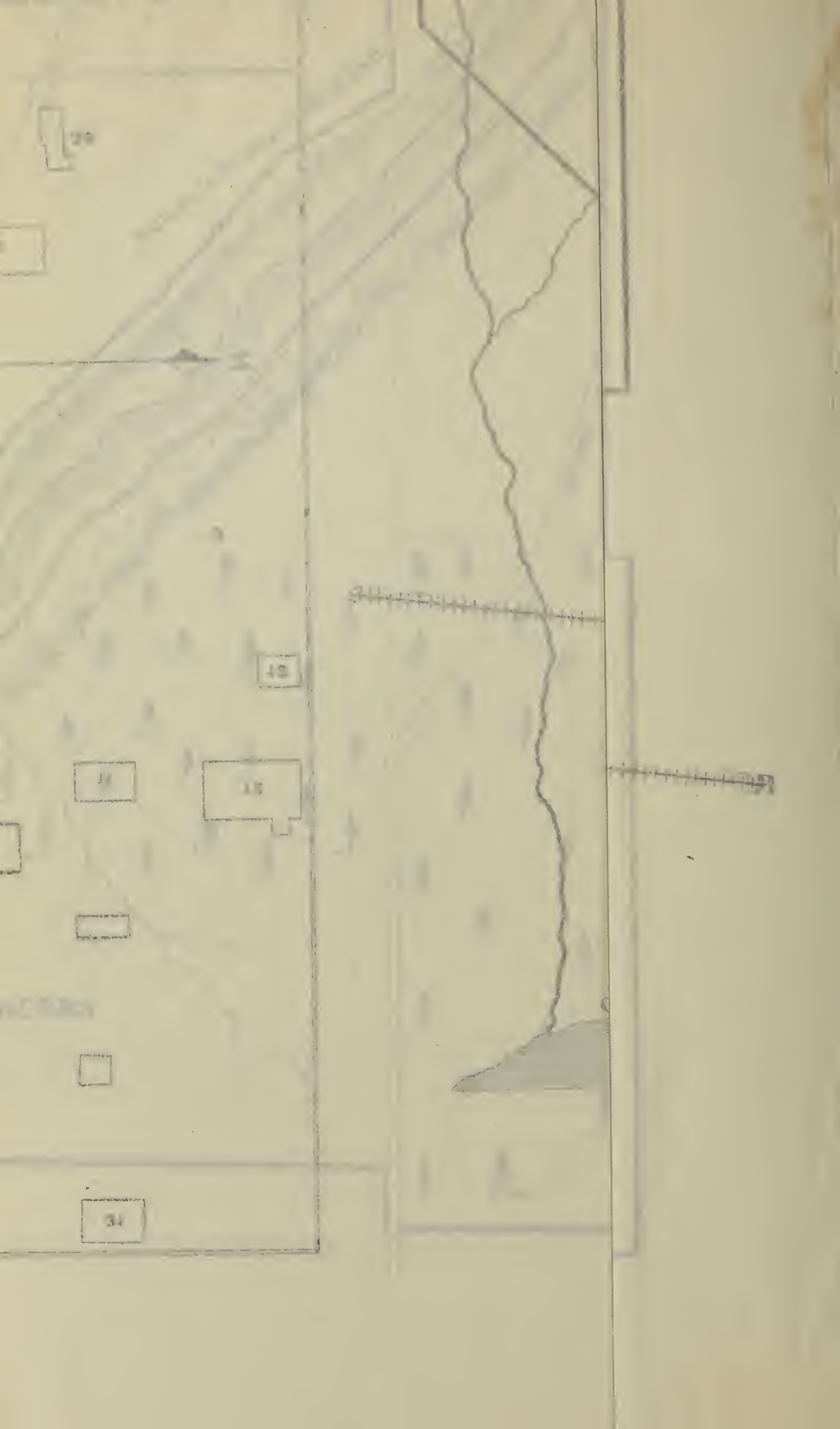
(A) (B) (C) Etc. are Levels

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At "SONYEA",  
LIVINGSTON COUNTY,  
NEW YORK.

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ANNUAL REPORT

828,7474

N482

OF THE

1893 ✓

STATE BOARD OF CHARITIES

FOR THE YEAR 1892.

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TRANSMITTED TO THE LEGISLATURE JANUARY 26, 1893.

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ALBANY :  
JAMES B. LYON, STATE PRINTER.  
1893.



# STATE OF NEW YORK.

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No. 6.

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## IN SENATE,

JANUARY 26, 1893.

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TWENTY-SIXTH ANNUAL REPORT

OF THE

NEW YORK STATE BOARD OF CHARITIES.

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STATE OF NEW YORK:

OFFICE OF THE STATE BOARD OF CHARITIES, }  
ALBANY, *January* 26, 1893. }

To the Hon. WILLIAM F. SHEEHAN,

*Lieutenant-Governor and President of the Senate:*

Sir.—By direction, I herewith transmit the Twenty-sixth Annual Report of the State Board of Charities to the Legislature.

Yours with great respect.

CHARLES S. HOYT,

*Secretary.*

272587

# STATE OF NEW YORK.

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## MEMBERS AND OFFICERS

OF THE

# STATE BOARD OF CHARITIES

1893.

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### EX-OFFICIO MEMBERS.

HON. WILLIAM F. SHEEHAN, Lieutenant-Governor..... Albany.  
HON. FRANK RICE, Secretary of State..... Albany.  
HON. FRANK CAMPBELL, Comptroller..... Albany.  
HON. SIMON W. ROSENDALE, Attorney-General..... Albany.

### MEMBERS APPOINTED BY THE GOVERNOR AND SENATE.

*First Judicial District...* WM. R. STEWART, 54 William street, New York.  
*New York County.....* SAMUEL ALEXANDER, 95 Park ave., New York.  
(Under chapter 571, Laws of 1873.)  
*New York County.....* MRS. BEEKMAN DE PEYSTER, 465 West Twenty-  
third street, New York.  
(Under chapter 571, Laws of 1873.)  
*Second Judicial District..* EDWARD H. LITCHFIELD, 2 Montague Terrace,  
Brooklyn.  
*Kings County.....* CARLL H. DE SILVER, 43 Pierrepont street,  
Brooklyn.  
(Under chapter 571, Laws of 1873.)  
*Third Judicial District..* JOHN H. VAN ANTWERP, 2 Lodge st., Albany.  
*Fourth Judicial District..* EDWARD W. FOSTER, Potsdam, St. Lawrence  
county.  
*Fifth Judicial District...* ROBERT McCARTHY, Syracuse.  
*Sixth Judicial District...* PETER WALRATH, Chittenango, Madison county.  
*Seventh Judicial District,* OSCAR CRAIG, Rochester.  
*Eighth Judicial District,* WILLIAM P. LETCHWORTH, Buffalo.

### OFFICERS.

OSCAR CRAIG..... *President.*  
JOHN H. VAN ANTWERP..... *Vice-President.*  
CHARLES S. HOYT..... *Secretary.*  
JAMES O. FANNING..... *Assistant Secretary.*

Office of the Board: CAPITOL, ALBANY.



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# REPORT.

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*To the Honorable the Legislature :*

The State Board of Charities, in compliance with the statute, respectfully submits this, its twenty-sixth annual report, for the year 1892.

The personality of the Board is the same as at the date of the last annual report, and its powers and duties, which remain substantially unchanged, may briefly be summarized as follows :

## POWERS OF THE BOARD.

The statutory powers conferred upon the Board by the organizing and subsequent legislative acts, are as follows :

1. To visit and inspect, whenever deemed expedient, any charitable, eleemosynary, correctional or reformatory institution of this State, excepting State prisons, whether receiving State aid or maintained by municipalities or otherwise. The institutions thus coming under the purview of the Board, it will be seen, embrace the whole system of charitable, correctional and reformatory work in the State, viz.: State hospitals and asylums for the insane; institutions for the blind, deaf and feeble-minded; reformatories for adult and juvenile offenders; soldiers' and sailors' hospitals and homes; county, city and town poor-houses and alms-houses, and orphan asylums, homes for the friendless, hospitals and dispensaries. The work of visitation to these institutions has been performed, from year to year, by the several commissioners in their respective districts, by standing and special committees of the Board, designated for the purpose,

and by duly appointed officers and authorized agents. Under this plan of division of labor, the Board, from its organization, has been enabled to maintain an effective inspection of the numerous institutions subject to its visitation, and properly to discharge the other statutory duties and obligations, which could not otherwise have well been accomplished. This is apparent from the many and much-needed improvements, since the organization of the Board, in the buildings and management of these institutions, and the reforms instituted and carried out in the various departments of charitable, correctional and reformatory work in the State, coming within its jurisdiction.

2. To require of the managers and officers of the various institutions which the Board is authorized to visit, any information it may deem necessary in the discharge of its duties, and to prepare regulations according to which, and to provide blanks upon which such information shall be furnished. Before the organization of this Board, there was no general plan of reporting, by the various charitable institutions of the State, some of them making reports to the Legislature, some to the State and city departments, and others to local, county or other municipal authorities. These widely-scattered reports were never brought together, so as to be available; consequently neither the Legislature nor the public were properly informed as to the nature and extent of the charitable, correctional and reformatory work of the State, nor as to the sources of income and the amount expended for these purposes. The Board early instituted a general plan for annual reports from all the charitable, correctional and reformatory institutions of the State, showing the value of the property of all kinds held by them, the sources and amount of their yearly receipts, their total and classified expenditures for the year, and the number and character of their beneficiaries. These reports, made to conform to the State fiscal year, are carefully analyzed and tabulated, thus unifying the system



of public accounting for charitable purposes, and the tables are transmitted to the Legislature by the Board, from year to year, with its annual reports. These tables, now running through a period of twenty-five years, enable a comparison of the number of charitable beneficiaries and the expenses of the State therefor, one year with another, and also a comparison of the number of such beneficiaries and the expenses of this State with those of other States and countries. They thus become a valuable guide to the Legislature in this direction.

3. To inquire and examine into the application of any charitable, correctional, reformatory or other institution coming within the purview of the Board, for State aid other than its usual expenses, and to report its conclusions thereon to the Legislature. This power has been exercised by the Board whenever called upon by the institutions referred to, or when specially directed by the Legislature, and generally, it is thought, with beneficial results. There is a general tendency to extravagance in the expenditures for buildings for State charitable purposes, often stimulated by local pride and the desire to secure grand and magnificent structures at public expense, and this tendency can best be checked by authority like that of this Board, independent of local influences and local considerations. It is believed that this statutory power conferred upon it could be exercised more generally than heretofore, not only in the interest of economy to the State, but in the welfare of its beneficiaries, if the Board were more frequently called upon by the institutions interested, or specially directed in the matter by the Legislature.

4. To administer oaths, and to examine any person or persons upon oath, in relation to any matters connected with its authorized inquiries. This power has been exercised by the Board and its committees and members as occasion seemed to require, in the prosecution of its official duties, and with salutary and beneficial results.

5. To designate and appoint suitable persons in any county of the State to act as visitors in such counties to the several poor-houses, alms-houses and other institutions therein, except such institutions as have boards of managers appointed by the State. Under this authority the Board, from time to time, has appointed such visitors in numerous counties, who have made the visitations to institutions required of them, and it here records its appreciation of their disinterested and benevolent labors, and the public importance and value of their work in this direction.

6. To provide, by agreement with the proper authorities of counties and cities, for the reception, support, treatment and care of State paupers, and to cause the removal of such paupers to the States or countries to which they may legally belong. Since this authority became effective in 1873, the Board has kept up arrangements for this class of paupers with various cities and counties, so distributed as to accommodate, as far as practicable, all parts of the State, and during this time provision has been made for over 25,000 such paupers at satisfactory rates, without any outlay for buildings or official salaries. Of these, nearly 16,000 have been sent to their homes or places of legal settlement in other States and countries, leaving only 223 under care at the close of the last fiscal year. The benefits of the work of the Board in this direction, and the saving thus effected to the counties and cities of the State, have been fully set forth, from time to time, in its annual reports to the Legislature, and, as the matter is treated at length in the subsequent pages of this report, it requires no further mention at this point.

7. To return to the countries whence they may have come, any crippled, blind, lunatic or otherwise infirm alien paupers, sent to this country by cities and towns of the various governments



of Europe, or by societies, relatives or friends, who may be found in any poor-house, alms-house, asylum or other institution of charity in this State. Under this authority, the Board, since 1880, has returned nearly 1,900 such infirm and helpless aliens to their European homes, thus relieving the cities and counties of this State of the burden and expense of their permanent maintenance and care. This work has been accomplished without extra outlay for official salaries, and without any well-founded complaint as to the justice of such removals. Attention is invited to the preceding annual reports of the Board to the Legislature, and to subsequent pages of this report for particulars in regard to such removals and the expenditures therefor.

#### DUTIES OF THE BOARD.

The duties imposed upon the Board by its organizing and subsequent legislative enactments, are briefly as follows: .

1. To visit and inspect, at least once in each year, all State charitable, correctional and reformatory institutions. This work has been performed from year to year, mainly by the various standing committees of the Board constituted for that purpose. The number of such institutions has been greatly increased since the organization of the Board, and the duties in respect to them have, from time to time, been much extended and enlarged. The annual visitations have kept pace with the increase of these institutions, and the statute in each year has been complied with in respect to such visits.

2. To visit at least once in two years, and examine into the condition of the various poor-houses and alms-houses of the State. These visitations have generally been made by the commissioners of their respective districts, who have also devoted much time to conferences with the local county and city authorities regarding these institutions. In this way many important changes and improvements have been made in the poor-houses and alms-houses

throughout the State, which could not have been effected without such conferences and personal efforts. The statute in respect to these institutions has, from the organization of the Board, been fully complied with; indeed, most of these institutions have thus been visited each year, and many of the larger and more important ones frequently much oftener. The standing committee on poor-houses and alms-houses and the officers of the Board have also made frequent visits to these institutions, and to no department of its work has the Board devoted more attention than to this, and it is believed with good results.

3. To direct the commitment of insane Indians, upon any of the reservations of this State, to State hospitals for the insane, and to audit the expense of their maintenance and care. This duty, imposed upon the Board by the Legislature of 1888, has been fully carried out, resulting in the proper oversight and treatment of this class of insane, heretofore generally neglected on the various reservations and often subjected to long-continued hardships, privations and abuses.

4. To examine and inquire into certificates of incorporation of institutions for the custody and care of children, and, if approved, to certify the same, such approval being one of the conditions precedent to their incorporation. This duty, imposed by the Legislature of 1883, grew out of the necessity for some check upon the undue multiplication of asylums and other institutions for the care of children, and the consequent increased and unnecessary public expenditures in this direction. These institutions, it was often found, sprung up in localities in which there was no such public need, especially in New York city, under the stimulus of a fixed weekly per capita allowance for each child maintained by them, thus furnishing a motive for the commitment and detention of children, and encouraging shiftless, improvident and vicious parents to cast their offspring upon the public, instead of properly exert-



ing themselves to provide for their home maintenance and care. In the discharge of its duty in this direction, the Board not only passes upon the certificate of incorporation of every proposed new institution, as to its proper form, but also examines and inquires into the present and prospective needs of the locality for such institution, before giving its approval. It has frequently been found inadvisable to approve such certificates of incorporation, because no public need existed for the institutions in the localities in which it was proposed to establish them. As a consequence, the number of institutions for children has not, of late, been much increased, and it is believed that the present accommodations of this class of institutions are, in the main, adequate to the public requirements.

The Board is also required by the statute to hold at least four stated public meetings in each year, and to report annually, in writing, to the Legislature, as to the best methods of dealing with those who require assistance from the public funds, or who may receive aid from private charity ; to present its views in regard to the best methods of caring for the pauper and destitute children distributed through the various institutions of this State, or who may be without the guidance and instruction which the public welfare demands, and to furnish in tabulated statements, as nearly as possible, the number, sex, age and nativity of these various classes of the State and the several counties thereof, that are, in any way, receiving the aid of public or private charity, together with such other facts and information in relation thereto as may be considered expedient and proper. The manner in which the Board has, from year to year, performed these and its other duties, since its organization in 1867, and the beneficial results attained, financial and otherwise, which have not been noticed in this report, appear in its previous annual and special reports, transmitted from time to time to the Legislature, to which attention is respectfully invited, since they form a continu-

ous and the only available public record of the charitable, correctional and reformatory work of this State, covering a period of twenty-five years, with the number and character of the delinquent, dependent, beneficiary and otherwise burdensome classes sheltered and provided for, the sources and nature of the income therefor, and the total and classified annual expenditures for their supervision, protection, maintenance and care.

#### STANDING COMMITTEES OF THE BOARD FOR 1892.

The following is a list of the standing committees of the Board for 1892 :

*On Institutions for the Insane.*—Commissioners Letchworth, Foster and Alexander.

*On Institutions for the Idiotic and Feeble-minded.*—Commissioners McCarthy, Van Antwerp and Foster and Secretary Fanning.

*On Institutions for the Deaf.*—Commissioners Foster and Stewart.

*On Institutions for the Blind.*—Commissioners Alexander and Letchworth.

*On Reformatories.*—Commissioners Stewart, De Silver and de Peyster.

*On City Alms-houses.*—Commissioners de Peyster and Alexander.

*On County Poor-houses.*—Commissioners Walrath, McCarthy and Letchworth.

*On Incorporated Charities for Medical Relief.*—Commissioner Alexander and Secretary Hoyt.

*On Out-door Relief.*—Commissioners De Silver and de Peyster.

*On Dependent and Delinquent Children.*—Commissioners Letchworth, de Peyster, Stewart and McCarthy.

*On Finance.*—Commissioner Van Antwerp.

*On State and Alien Paupers.*—Commissioners Van Antwerp, Walrath and Foster and Secretary Hoyt.



These various committees have made the visitations during the year for which they were severally constituted, and have reported the results of their examinations and inquiries to the Board, and the recommendations in this report are largely based upon their observations and findings.

#### STATED MEETINGS OF THE BOARD.

The Board has held five stated public meetings during the calendar year 1892. The attendance upon each of such meetings is here reported as provided by statute :

At Albany, January 13 and 14, 1892. Present — Commissioners Stewart, de Peyster, Van Antwerp, Walrath, Craig and Letchworth

At Albany, April 13, 1892. Present — Commissioners Stewart, de Peyster, Van Antwerp, Foster, Walrath, McCarthy and Letchworth.

At Albany, July 13, 1892. Present — Commissioners de Peyster, De Silver, Van Antwerp, Foster, Walrath, Craig and Letchworth.

At New York, October 13, 1892, Present — Commissioners Stewart, de Peyster, De Silver, McCarthy, Walrath, Craig and Letchworth.

At Albany, December 20, 1892. Present — Commissioners Stewart, de Peyster, De Silver, Van Antwerp, Walrath, Craig and Letchworth.

It will thus be seen that all of these meetings have been attended by a quorum of the Board. The business of the Board during the year has been publicly conducted at these meetings, the proceedings of which, with the proceedings of its executive, standing and special committees, are entered and printed in its minutes. The accounts of the Board, under the various legislative appropriations, are audited at these stated public meetings, or meetings of the executive committee, and verified quarterly by the finance committee, by comparison with the accounts in the office of the

Comptroller, and copies of all such accounts, properly classified and indexed, are preserved in the office, in books provided and kept for the purpose.

#### STATISTICAL AND FINANCIAL TABLES.

The statistical and financial tables hereto appended, made up from the annual returns to this Board of the various charitable, correctional, reformatory and other institutions of the State subject to its visitation, furnish the following:

*First.* The appraised value, as per cost, of the property of all kinds held by these institutions, and their financial condition October 1, 1892.

*Second.* The total and classified receipts and expenditures of these institutions for the fiscal year ending September 30, 1892.

*Third.* The number of persons supported and relieved by these institutions during the year, and the number and various classes in their custody and care October 1, 1892.

These tables, properly numbered and indexed, appear in the following order, viz.: First, relating to the State institutions; second, relating to the county and city institutions; and third, relating to the incorporated benevolent institutions.

#### ANNUAL EXPENDITURES FOR CHARITABLE, CORRECTIONAL AND REFORMATORY PURPOSES FROM 1880 TO 1892, INCLUSIVE.

The annual expenditures for charitable, correctional and reformatory work in the State, from 1880 to 1892, inclusive, derived from State and municipal taxation, and from the income of incorporated benevolent associations, as reported by the proper officers of the various institutions, appear in the following table:

Year.	Amount expended.
1880.....	\$8,482,648 71
1881.....	9,260,147 77
1882.....	9,320,142 60



Year.	Amount expended.
1883 .....	9,938,037 05
1884 .....	10,642,763 86
1885 .....	11,538,739 86
1886 .....	12,027,990 01
1887 .....	12,574,074 67
1888 .....	13,315,698 97
1889 .....	14,868,733 77
1890 .....	16,349,842 43
1891 .....	17,605,660 58
1892 .....	18,228,712 57

### NUMBER AND CLASSIFICATION OF BENEFICIARIES FOR 1892.

The following table shows the number and classes of beneficiaries in the various charitable, correctional and reformatory institutions of the State, October 1, 1892, compared with the number and classes in these institutions October 1, 1891, as reported by their respective officers:

CLASSES OF INMATES.	October 1, 1892.	October 1, 1891.
Insane .....	17,457	16,647
Idiotic and feeble-minded .....	1,543	1,471
Epileptic .....	539	477
Blind .....	710	696
Deaf .....	1,343	1,340
Dependent children .....	24,074	23,732
Juvenile offenders .....	4,893	4,885
Reformatory prisoners .....	1,684	1,535
Disabled soldiers and sailors .....	809	842
Hospital patients .....	5,291	5,048
Aged and friendless persons .....	7,875	7,464
Ordinary poor-house inmates .....	10,589	10,637
Total .....	76,807	74,774

### NATIONAL CONFERENCE OF CHARITIES AND CORRECTION.

The nineteenth annual conference of charities and correction was held at Denver, Colorado, commencing June 23 and continuing until June 30, 1892. The number of States represented

in the conference was twenty-six, of which twelve were by boards of charities and fourteen by delegates appointed by governors, and representatives from various charitable, penal, correctional and reformatory institutions. The District of Columbia and Utah were also represented by duly appointed delegates. The representatives from this Board were Commissioners Craig, Letchworth and Walrath, and the secretary. There were also twenty-one delegates from this State, representing various charitable, reformatory and other institutions and associations. The local representation was unusually large, the entire conference numbering over 500 delegates.

In the course of the conference, reports and papers upon the following subjects were presented, read and discussed, viz.: On the commitment and detention of the insane; on the care and classification of the insane; on kindergarten work and the placing out of children; on the colony plan for the care of all grades of the feeble-minded; on the co-operation of women in the management of charitable, penal and correctional institutions; on charity organization; on State boards of charities; on reformatory work; on immigration and migration between States; on the Indian policy in its relation to pauperism and crime; and on plans of buildings for public institutions. The paper on State boards of charities, by Commissioner Letchworth, of this Board, hereto appended, contains much valuable information bearing upon the subject, to which attention is invited.

The next annual conference is to be held in Chicago, commencing June 8 and closing June 11, 1893, to be followed by an international conference beginning June 12. Measures have been taken to secure a full representation at these conferences, not only from the various sections of this country, but also from abroad, and a large attendance upon each is expected.



## STATE CONVENTION OF COUNTY SUPERINTENDENTS OF THE POOR.

The twenty-second annual State convention of the county superintendents of the poor of the State of New York was held at Utica August 9, 10 and 11, 1892. The number of counties represented by superintendents was about forty, and several of the counties had representatives from the boards of supervisors. There were also various charitable, correctional and reformatory institutions represented by delegates from their board of managers, or by their officers designated for the purpose. This Board was represented by Commissioner Letchworth and the secretary. The whole number of delegates, exclusive of those from the city of Utica, was about 100.

During the sessions of the convention written or verbal reports were presented by delegates from the various counties represented, in respect to the insane, dependent, delinquent and otherwise burdensome classes, and as to the means being employed in these counties to improve their condition and to lessen the public charitable expenditures. Reports were also made in regard to the workings of the various institutions and associations represented, setting forth their objects and purposes, their modes of government and management, and their relations to the public. The following reports and papers were also presented, read and discussed: On the evils of outdoor poor relief and its remedies; on the difficulties attending the settlement of paupers and remedies suggested; on the progress in the care and colonization of epileptics; and on charity organization and outside relief.

The next annual convention will be held at Bath, Steuben county, beginning on the third Tuesday in June, 1893.

## THE WORLD'S COLUMBIAN EXPOSITION.

The general managers of the exhibit of the State of New York at the World's Columbian Exposition, to be held in Chicago in 1893, have requested this Board to aid them in securing an exhibit at such exposition of the charitable, eleemosynary, correctional and reformatory work in this State, in accordance with instructions issued by the superintendent of the bureau of charities and correction, approved by the director-general of the exposition. The Board is preparing a map of the State, on which will be designated in block characters, all of its penal, charitable, eleemosynary, correctional and reformatory institutions, with an accompanying directory, showing the objects and purposes of such institutions and their classification by counties. The Board is also preparing statistical charts in relation to insanity, pauperism, immigration, crime, etc., with tables of expenditures therefor, and a model of an approved plan for poor-houses, all of which will be timely forwarded to the exposition. To further individual exhibits from this State, the Board has issued circulars to the managers and officers of all its charitable, eleemosynary, correctional and reformatory institutions, inviting them to prepare and forward to the exposition exhibits of their respective institutions, by means of models, maps, photographs, diagrams, charts, statistical tables, etc., with a history of the institution, its objects and aims, system of government and management, methods of conducting its work, the expenditures involved and the results accomplished. A number of these institutions have already entered upon the work, and the Board will spare no pains to secure as full an exhibit at the exposition as practicable, which will be creditable alike to the State and its institutions.



## THE INSANE.

The number of insane in the various classes of institutions of this State, October 1, 1892, as reported by their officers to this Board, is shown by the following table :

INSTITUTIONS.	Men.	Women.	Total.
In the State hospitals.....	3,653	3,831	7,484
In the asylums of New York and Kings counties .....	3,532	4,355	7,887
In the asylums and poor-houses of other cities and counties.....	400	457	857
In incorporated and licensed private asylums.....	358	523	881
In the Asylum for Insane Criminals .....	326	22	348
Total.....	8,269	9,188	17,457

It appears from this table that the number of insane in the various institutions of the State October 1, 1892, was 17,457, as against 16,647 October 1, 1891, of whom 8,269 were men and 9,188 women, the increase during the year being 810, as against 625, the increase the preceding year. The increase and decrease in these classes of institutions were as follows: In the State hospitals, increase, 523; in the asylums of New York and Kings counties, increase, 513; in incorporated and licensed private asylums, increase, 46; in the Asylum for Insane Criminals, increase, 109; in the asylums and poor-houses of cities and counties other than New York and Kings, decrease, 381; thus making the net increase during the year 810. The increase in the State hospitals was due mainly to transfers from county asylums and poor-houses, and, in the asylums of New York and Kings counties, to an actual increase in the number of insane in these counties during the year. The increase in the incorporated and licensed private asylums is accounted for by an increase in the number of these institutions of late, and the increase in the

Asylum for Insane Criminals, to the removal from the asylum at Auburn to the asylum at Matteawan, giving largely increased accommodations for this class. The decrease in the county asylums and poor-houses was due almost wholly to transfers to the State hospitals.

ANNUAL CENSUS OF THE INSANE FROM OCTOBER 1, 1880, TO OCTOBER 1, 1892, INCLUSIVE.

The number of insane in the custody and care of the various institutions of the State on the first day of October in each year, from 1880 to 1892, inclusive, with the yearly increase, is shown by the following table, compiled from the annual reports of the officers of these respective institutions to this Board:

YEARS.	Men.	Women.	Total.	Annual increase.
October 1, 1880 .....	4,211	5,326	9,537	.....
October 1, 1881 .....	4,458	5,599	10,057	520
October 1, 1882 .....	4,709	5,996	10,705	648
October 1, 1883 .....	5,045	6,298	11,343	638
October 1, 1884 .....	5,429	6,694	12,123	780
October 1, 1885 .....	5,763	6,944	12,707	584
October 1, 1886 .....	6,175	7,363	13,538	831
October 1, 1887 .....	6,371	7,691	14,062	524
October 1, 1888 .....	6,821	7,951	14,772	710
October 1, 1889 .....	7,200	8,282	15,538	766
October 1, 1890 .....	7,505	8,517	16,022	484
October 1, 1891 .....	7,906	8,741	16,647	625
October 1, 1892 .....	8,269	9,188	17,457	810

It will be seen by this table that the total increase in the number of insane in this State during the past twelve years has been 7,920, or an annual increase of 660. The population of the State in 1880, according to the federal census, was 5,082,871, and the number of insane then, 9,537, or one to every 533 of the population; and, by the State census of 1892, the population then was 6,513,344, and the number of insane 17,457, or one to every 373 of the population. The increase in



the population of the State from 1880 to 1892 was 1,430,473, or twenty-eight per cent, while the increase in the number of insane during this period, as has been shown, was 7,920, or eighty-three per cent.

## STATE HOSPITALS FOR THE INSANE.

The following table, made up from the annual returns of the respective superintendents of the several State hospitals for the insane, shows the average number of patients in each of these institutions during the fiscal year ending September 30, 1892, the number respectively in their custody and care October 1, 1892, and the average per capita weekly cost of their support:

INSTITUTIONS.	Daily average number of patients.	Number under care October 1, 1892.	Average weekly per capita cost of support.
Utica State Hospital . . . . .	811	837	\$4 22
Hudson River State Hospital . . . .	848	861	5 66
Homœopathic State Hospital . . . .	827	854	4 10
Buffalo State Hospital . . . . .	614	625	3 93
Willard State Hospital . . . . .	2,062	2,115	3 04
Binghamton State Hospital . . . . .	1,143	1,196	3 32
St. Lawrence State Hospital . . . . .	486	595	4 69
Rochester State Hospital . . . . .	382	401	4 29
Total . . . . .	7,173	7,484	.....

By this table it will be seen that the daily average number of insane in the various State hospitals during the year ending September 30, 1892, was 7,173, and the number in their custody and care October 1, 1892, was 7,484. The average number in these institutions during the year ending September 30, 1891, was 6,508, and the number in their custody and care October 1, 1891, was 6,961. The increase in the daily average during the year ending September 30, 1892, it thus appears, was 665, and the increase in the number under care October 1, 1892, was 523.

MOVEMENTS OF THE POPULATION OF THE STATE HOSPITALS FOR THE  
INSANE DURING THE YEAR 1892.

The following table shows the movements of the population of the several State hospitals for the insane and the results of treatment during the year ending September 30, 1892, according to the reports of their respective medical superintendents to this Board:

INSTITUTIONS.	Number under care October 1, 1891.	Admitted during the year.	Whole number under treatment.	DISCHARGED DURING THE YEAR.					Died.	UNDER CARE OCTOBER 1, 1892.		
				Recovered.	Not recovered.	Improved.	Unimproved.	Not insane.		Men.	Women.	Total
Utica State Hospital .....	778	345	1,123	87	....	43	68	8	80	410	427	837
Hudson River State Hospital..	853	297	1,150	85	....	31	53	7	113	473	388	861
Homœopathic State Hospital..	765	339	1,104	125	56	....	1	1	67	435	419	854
Buffalo State Hospital .....	585	350	935	108	4	61	78	2	57	312	313	625
Willard State Hospital.....	2,070	440	2,510	31	172	....	....	1	191	1,018	1,097	2,115
Binghamton State Hospital...	1,157	207	1,364	26	54	....	....	1	87	524	672	1,196
St. Lawrence State Hospital..	387	372	759	77	44	....	....	1	42	296	299	595
Rochester State Hospital.....	366	124	499	22	32	....	....	....	35	194	216	401
Total.....	6,961	2,474	9,435	561	362	135	200	21	672	3,653	3,831	7,484

By this table it will be seen that the number of insane in the several State hospitals October 1, 1891, was 6,961. The admissions during the year ending September 30, 1892, were 2,474, making a total of 9,435 under care during the year, as against 8,777. the preceding year. The following changes occurred in these institutions during the year, viz.: Discharged recovered, 561; not recovered, 362; improved, 135; unimproved, 200; not insane, 21; died, 672, thus leaving 7,484 under care October 1, 1892, of whom 3,653 were men and 3,831 women.

The receipts of the State hospitals for the insane and their total and classified expenditures during the fiscal year ending September 30, 1892, with their assets and liabilities October 1, 1892, appear in the appended tables relating to the State institutions before noticed, to which attention is invited.



## THE INSANE OF THE CITY AND COUNTY OF NEW YORK.

The public provision for the insane of New York city is in buildings erected and owned by the city, under the control and management of the department of public charities and correction, situated and designated as follows: The Ward's Island asylum, Blackwell's Island asylum, Hart's Island asylum, and the Central Islip asylum or country branch on Long Island, some sixty-five miles distant from the city. The following table, furnished by the general medical superintendent, shows the movements of the population of these institutions during the fiscal year ending September 30, 1892, the results of treatment, and the number and distribution of the insane under care October 1, 1892:

	Men.	Women.	Total.
Number of insane under care October 1, 1891 .....	2,459	2,931	5,390
Admitted from October 1, 1891, to September 30, 1892.....	815	777	1,592
Total number under care from October 1, 1891, to September 30, 1892.	3,274	3,708	6,982
Number discharged from October 1, 1891, to September 30, 1892:			
Cured .....	72	94	166
Not cured.....	259	198	457
Not insane.....	3	.....	3
Died .....	302	287	589
Remaining October 1, 1892 .....	2,638	3,129	5,767
Number and sex in each institution October 1, 1892:			
Blackwell's Island asylum.....	.....	1,918	1,918
Ward's Island asylum .....	2,168	90	2,258
Hart's Island asylum .....	78	1,081	1,159
Central Islip asylum.....	392	40	432
Total.....	2,638	3,129	5,767

An examination of this table shows that the number of insane in the asylums of New York city October 1, 1892, was 5,767, as against 5,390 October 1, 1891, of whom 2,638 were men and 3,129 were women, the increase for the year being 377, as against 343, the increase the preceding year. The admissions during the year 1892 were 1,592, as against 1,401, the admissions for the year 1891, an increase of 191 during the year. The discharges in the course of the year were as follows: Cured, 166; not cured, 457; not insane, 3; died, 589, thus leaving 5,767 under care October 1, 1892, distributed as follows: On Blackwell's island, 1,918 women; on Ward's island, 2,168 men and 90 women; on Hart's island, 78 men and 1,081 women; at Central Islip, 392 men and 40 women.

During the past year the city has provided for the erection of three additional groups of pavilions at Central Islip, each group of three cottages, to accommodate 240 patients, thus increasing the accommodations, in all, for 720 patients. The contract for the erection of these groups of pavilions has been made at \$199,000. The materials are mostly on the ground, and the work of construction has been commenced. An electric-light plant is to be put up, and refrigerators, barns and outhouses are also to be erected.

#### THE INSANE OF KINGS COUNTY.

The Insane of Kings county, under the direction and control of the department of charities and correction, as in New York, are provided for in buildings erected and owned by the county, situated as follows: At Flatbush, near Brooklyn, and at King's Park, St. Johnland, Long Island, some sixty miles from Brooklyn.

The movement of the population of the asylums of this county for the fiscal year ending September 30, 1892, as



reported by the general medical superintendent, was as follows:

Number of patients October 1, 1891.....	1,997
Number admitted during the year ending September 30, 1892.....	499
Total number under treatment during the year....	<u>2,496</u>
Daily average number of patients.....	<u>2,051</u>
Capacity of the several buildings.....	<u>1,680</u>
Discharged during the year as recovered.....	89
Discharged during the year not recovered.....	74
Died during the year .....	213
Total discharged .....	<u>376</u>
Number under care October 1, 1892.....	<u>2,120</u>

It will be seen by this statement that the number of insane in the care of the institutions of this county October 1, 1892, was 2,120, as against 1,997 October 1, 1891. The whole number under treatment during the year was 2,496, as against 2,461 the preceding year. The distribution of those under care October 1, 1892, was as follows: In the buildings at Flatbush, 518 men and 881 women; total, 1,399; in the buildings at King's Park, 376 men and 345 women; total, 721; aggregate 2,120, of whom 894 were men and 1,226 were women.

The capacity of the buildings for the insane of this county is for 1,680 patients, viz.: At Flatbush for 1,000 patients; at King's Park for 680 patients. The daily average number of patients during the year has been 2,051, or an excess of 371 patients beyond the capacity of the buildings, and the excess October 1, 1892, was 440 patients, the greatest crowding being at Flatbush. There are four brick buildings being erected at King's Park, each

to accommodate 150 patients. It is said that these buildings will soon be completed and occupied, thus relieving the present crowded condition of the Flatbush buildings.

#### INSANE INDIANS.

The number of insane Indians in State hospitals October 1, 1891, pursuant to chapter 451 of the Laws of 1888, was four. There have been two commitments, one discharge and one death during the year, thus leaving four under care October 1, 1892. Of these, one was at the Buffalo State Hospital and three at the Willard State Hospital. The total expenditure for the year was \$782.46, leaving a balance October 1, 1892, of \$975.24. It is estimated that an appropriation of \$500 will be sufficient to meet the expenses for the next fiscal year.

#### GENERAL REMARKS REGARDING THE INSANE.

During the past year all the State hospitals for the insane, a large number of the county institutions which contain this class, and the large establishments for the insane in New York and Kings counties have been visited by one or more members of the Board. The departments containing women on Blackwell's and Hart's islands have been visited by Mrs. de Peyster. The information obtained through these visitations has been communicated orally, from time to time, to the Board. In addition to these visitations, many of the county poor-houses have been visited by the secretary of the Board, in some instances by request of the president or the chairman of the committee on the insane, and have been specially reported on by the secretary.

In the ordinary course of visitations by the commissioners, it was found that there were insane persons still remaining in some poor-houses, from which the larger portion of this class had been transferred to State hospitals, in accordance with the provisions of the State Care Act. The visits of the secretary were made



with special reference to an examination of these cases, and his reports thereon are appended to this report. The insane were found to occupy the same wards as sane paupers, either in the poor-houses, or former insane departments, and were without that close supervision essential to their proper care. It was found that some of the insane left in the poor-houses were at times disturbed, and were a source of apprehension and discomfort to the sane inmates of these institutions. A sharp distinction should be maintained between the sane and the insane, and the breaking down of this classification, and merging the two classes in the same wards of a poor-house, it is believed, is opening the way to grave abuses, and should be so guarded against in the statutes as to prevent the possibility of such intermingled association.

It appears from the visitations made by the Commissioners of the Board to the State Hospitals, that most of these institutions are crowded beyond their normal capacity, and that large appropriations will be required to relieve the present crowded condition, and furnish accommodations for the insane still remaining in the poor-houses, and for the increase of insanity in the coming year. All of the State hospitals are under the immediate charge of skillful and experienced physicians, and are directed by competent boards of managers. Except as to overcrowding they were found to be in a highly creditable condition. The recent enlargement of the hospitals, with few exceptions, has been in the way of providing detached buildings near the original plant. The additions at the Hudson River State Hospital are notable exceptions. It is thought that in the enlargement of existing institutions, productive farming lands should be purchased, and the more quiet and chronic class be separately colonized in cottage buildings thereon, under the immediate charge of a resident physician, who should be responsible to the medical superintendent and under his direction, but competent to relieve him from the admin-



istration of details in the care of this class, in order that his principal and special attention may be given to the acute and more curable cases. The State Care Act, while abolishing the old legal definition or criterion of chronicity, does not, and should not be construed to abolish the distinction between acute and chronic stages of the disease of insanity on medical grounds. The recognition of this distinction is important in the proper administration of the existing laws, in order to prevent the intervention of obstacles and hindrances to special treatment of acute and curable cases.

The State Care Act should be carried out in its spirit as well as letter. Being the declared and settled policy of the Legislature, it is the interest as well as the duty of all concerned to hasten the day when the taxes for maintenance can be transferred from the counties to the State. Assuming that the declaration of the State districting Board respecting the sufficiency of State accommodations is correct, a proper bill for a State tax, simply for maintenance, should receive the support of all the counties and of all persons without distinction of party.

#### COLONY FOR EPILEPTICS.

By chapter 503 of the Laws of 1892 the State Board of Charities was directed to select a suitable site in this State, on which to establish an institution on the colony plan for the medical treatment, care, education and employment of epileptics, and to report to the Legislature of 1893, within ten days after the commencement of the session, the site thus selected, with plans and estimates for the construction of buildings thereon, suitable for the objects and purposes of such an institution. In pursuance of this act, the Board, early in the year, appointed its president, Oscar Craig, and Commissioners William P. Letchworth and Peter Walrath, a committee upon the subject, charged with the duty and power of inspecting sites, examining and formulating plans,

and ascertaining by correspondence and otherwise such facts and particulars as practicable pertaining to the matter. The committee, before entering upon the work, with the approval of the Board, decided to take into consideration the following points in the selection of the site, and issued a circular letter to prominent officials of the counties within lines drawn in reference to the center of population of the State and a good climate for the colony, viz. :

1. A tract of good land, including not less than one thousand acres, and embracing numerous situations for a colony or village of small shops and residences, with one or more larger buildings for hospitals and administration uses, to accommodate a population of 1,000 to 2,000 patients.

2. A healthy location, with climate inviting outdoor work and life, and pleasant scenery.

3. A sufficient supply of pure water for distribution throughout the buildings by gravity.

4. Facilities for the easy and final disposal of all sewage, without danger of polluting waters that are used for drinking purposes; and for good drainage, with freedom from secret springs and submoisture.

5. Railway communication for passengers and freight, with advantages for side track or switch to the grounds.

Responses to this circular were received from Sullivan, Dutchess Greene and Orange counties, and special applications were also made in behalf of two sites in Livingston county, and several sites in Jefferson county. All of these sites were visited by one or more members of the committee, or their advantages examined, inquired into and fully considered, before determining the matter.

The committee finally decided to accept one of the sites in Livingston county, known as the "Sonyea property," and the Board has secured an optional contract for this site, which is on



file in its office. The following is a brief description of the Sonyea site selected :

This property, situate in the Genesee valley, about three miles from Mount Morris, in Livingston county, is owned by the Sonyea Society of United Christian Believers, the members of which have within a few weeks joined the similar society near Watervliet, N. Y. One of the original purposes of the society many years ago was to take and train children, some of whom would take the places of deceased members, but as the multiplication of orphan asylums in the regions round about has interfered with the supply of recruits to the society, of which one of the practices is celibacy, its present members are generally advanced in years and unable to continue its existence. Their expressed wish is to have the Sonyea property dedicated to some public work of a charitable nature ; and their representatives state that they now offer it for less than they would sell it in parcels or in bulk for other purposes.

It is the opinion of the committee and Board that the original offer which, after prolonged negotiations, has been reduced from \$150,000 to \$125,000, is less than the market price or the intrinsic value or fair consideration for the property. The request for such reduction is, however, justified, on the ground of possible difference of opinion respecting values, and the expressed preference of the society to secure the property to continued charitable uses.

The land is in one tract comprising over 1,800 acres, traversed by two streams, one spring brook or creek issuing from springs which are situate principally on the premises, and the other, the Cashauqua creek, rising about thirty miles above and flowing through the land in question, in a deep gorge, with a fall of 106 feet on the premises, dividing them into nearly equal parts. This gorge with creek is of immense advantage for the complete separation of the sexes in free colony life.

For further particulars in relation to the advantages of this site for the purposes of an epileptic colony, with a description and capacity of the buildings thereon, and the statements of experts



in relation to the water supply, sanitary conditions, etc., whose opinions were obtained upon these points, attention is invited to the report of the committee with the exhibits therein referred to, which is hereto appended.

The establishment of this institution for epileptics would result, first, in the relief of a large and unfortunate class of sufferers, of which there are probably over 5,000 in this State, in poor-houses, alms-houses and other institutions, or in the families of the poor, often held under extremely distressing conditions; and, second, by their proper medical treatment, educational and industrial training many of them will be enabled to become wholly or in part self-supporting. The subject, therefore, concerns equally the philanthropist, the social and political economist and the practical statesman. This Board has endeavored faithfully to discharge the important trust, in this respect, committed to it by the statute, and earnestly commends the matter to the careful and attentive consideration of the Legislature.

#### IDIOTIC AND FEEBLE-MINDED.

The annual returns of the officers of the various institutions of the State to this Board show that the number of idiotic and feeble-minded in public custody in the State, October 1, 1892, was 1,543, against 1,473 October 1, 1891. In the State Institution for Feeble-minded Children at Syracuse, 510; in the State Custodial Asylum for Feeble-minded Women at Newark, 345; in the idiot asylum department of the New York City Alms-house, 386; in other city alms-houses, 12; in Kings County Alms-house, 39; in county poor-houses, 251; total 1,543. The institution at Syracuse is for the teachable class, and the asylum at Newark maintains a school for the more promising cases, but its objects are mainly custodial and protective. The New York City Asylum is both educational and custodial, while the other

city alms-houses and county poor-houses are wholly custodial, the idiotic and feeble-minded inmates being mostly adults, and generally of the lowest and most helpless class. During the year the State institutions for the feeble-minded have been visited by committees and officers of the Board, and most of the poor-houses and alms-houses in which idiots are provided for have also been thus visited.

#### SYRACUSE STATE INSTITUTION FOR FEEBLE-MINDED CHILDREN.

The receipts of this institution, which was founded and is generally known as the New York Asylum for Idiots, for the fiscal year ending September 30, 1892, were as follows: Cash on hand at the beginning of the year, \$10,298.72; received from the State, \$86,139.55, of which amount \$81,000 was for current expenses and \$5,139.55 for extraordinary expenses; from counties and cities, \$8,891; from private paying pupils, \$3,333.07; from all other sources, \$878.32; total, \$109,540.66. The total expenditures during the year were \$99,025.54, of which sum \$92,635.64 was for supervision, education, maintenance and care, and \$6,389.90 for buildings and improvements. The assets October 1, 1892, including \$10,515.12 cash, were \$14,345.12, and its indebtedness then was \$8,474.40, leaving a net balance of \$5,870.72. The whole number of pupils during the year was 541, and the number on the rolls October 1, 1892, was 510, of whom 262 were males and 248 females. The daily average attendance during the year was 506, and the weekly average per capita expenditure for their supervision, education, maintenance and care was \$3.17, as against \$3.16, the preceding year.

The additional hospital building in connection with this institution, provided for by the last Legislature, has been erected and furnished within the appropriation. This building, connected with the old hospital, is a plain, substantial brick structure, well designed for its purposes, and enables a separation



of patients with contagious, from those suffering from non-contagious diseases. It will properly accommodate thirty patients. During the past year typhoid fever, which raged with great virulence in the institution in 1891, reappeared among the inmates and seriously interfered with the progress and efficiency of the schools. While the disease, each year, was generally ascribed to impure water supply, there are grave fears in the minds of the trustees and superintendent that serious defects exist in the sewerage system, some of the pipes of which pass underneath the main building and have been in use for many years. The trustees, therefore, will ask the Legislature for an appropriation for the removal of the sewerage system of the institution from beneath the buildings, for the improvement of the steam heating and the connection of the boilers with the girls' building, and for the replacing of the piazza in front of the main building, which is dilapidated by long use. This Board has examined and inquired into the needs of the institution in respect to these changes, alterations and improvements, and recommends an appropriation for these purposes.

On information of the presence of typhoid fever in this institution, the past year, coming to the knowledge of this Board, at its request, an examination of the institution was made by Dr. F. C. Curtis, of Albany, an expert detailed by the State Board of Health for that purpose, who was accompanied in the examination by the assistant secretary of this Board, whose report upon the matter is hereto appended.

STATE CUSTODIAL ASYLUM FOR FEEBLE-MINDED WOMEN AT  
NEWARK.

The total receipts of this institution for the fiscal year ending September 30, 1892, were \$52,736.72, viz.: Cash balance from the preceding year, \$4,510.52; received from the State, \$48,000,



of which sum \$39,000 was for maintenance and care, and \$9,000 a special appropriation; from all other sources, \$226.20. Its current expenses were \$38,331.96; for buildings and improvements, \$12,837.10; total, \$51,169.06; leaving a balance of \$1,567.66 October 1, 1892, and the institution was then free of debt. The whole number of inmates during the past fiscal year was 377, the daily average 335, and the average per capita weekly cost of support \$2.32, as against \$2.36 the preceding year.

This institution for the enforced custody and protection, during the child-bearing age, of feeble-minded young women of proper physical development to become mothers, has, from its opening, been more or less embarrassed by the commitment of cases to its custody and care not properly coming within its objects and purposes, viz.: Cases on the verge of insanity, in which the disease soon develops, requiring their removal to State hospitals for the insane; cases so advanced in life as not to require its protection and care; and chronic, incurable, sick or otherwise permanently disabled and helpless bed-ridden cases, which could properly be provided for in the hospital wards of poor-houses and alms-houses, or in general hospitals. There are at present about thirty, or nearly ten per cent of these classes, mainly the last, among the inmates of the institution, which, in the opinion of this Board, should be removed to the counties from which they were committed, and the room thus made vacant given to proper cases, now in poor-houses and alms-houses, or in poor families without adequate means for their protection and care, for the admission of which there is constant and pressing demand. The matter has been brought to the attention of the trustees of the institution, and it is thought will lead to the early removal of many of these cases, and the adoption of more stringent rules and regulations guarding against such commitments in future.

The institution is greatly crowded, and the removal of the cases above referred to will leave no spare accommodations. The trustees of the institution, in order to meet future requirements, will, therefore, apply to the Legislature for a special appropriation as follows: For a dormitory building, \$20,000; for two cottages, \$15,000; for improving grounds, \$2,000; for a plant for the disposal of sewage, \$7,000, the flow of the sewage into the Erie canal having been interdicted; for the purchase of two adjoining lots, and the houses thereon, \$7,000; total \$54,000; and this Board recommends an appropriation for these various purposes.

#### THE BLIND.

According to the annual returns of their respective officers there were 710 blind persons in public custody in this State October 1, 1892, as follows: In the institutions for the education of the blind, 337; in the Home for the Blind, New York, 61; in New York and other city alms-houses, 130; in Kings and other county poor-houses, 182; total, 710. The city of New York distributes, per capita, about \$20,000 annually to blind persons not inmates of any institution, and more or less outside aid is extended to such blind in most of the counties and cities of the State. The educational institutions for the blind are the New York Institution for the Blind, New York city, and the New York State Institution for the Blind at Batavia. The former is owned and conducted by a private benevolent corporation, the current expenses being met by the State, and the latter is the property of the State, controlled and managed by trustees appointed by the Governor and Senate.

#### NEW YORK INSTITUTION FOR THE BLIND, NEW YORK CITY.

The resources of this institution for the fiscal year ending September 30, 1892, were as follows: Cash balance of the previous year, \$9,643.29; received from the State, \$43,054.57; from coun-



ties and cities, \$6,003.28 ; from interest and dividends on investments, \$8,542.22 ; from all other sources, \$15,387.58 ; total, \$82,630.94. The expenditures for the year were: For maintenance, education and care, \$71,015.72 ; for extraordinary purposes, \$698.05 ; total, \$71,713.77. Its balance October 1, 1892, was \$10,917.17, and it then had claims against counties and otherwise amounting to \$17,820.04, and was indebted for wages and unpaid accounts, \$6,395.20. The number at the close of the year was 207 ; the daily average for the year was 202, and the weekly average per capita cost \$5.51. This institution has been visited during the year by Commissioner Stewart, and his report in relation to it is hereto appended, to which attention is invited.

#### NEW YORK STATE INSTITUTION FOR THE BLIND, BATAVIA.

The receipts of this institution for the fiscal year ending September 30, 1892, were as follows: Cash from the preceding year, \$5,163.36 ; received from the State, \$40,000 ; from all other sources, \$3,261.87 ; total, \$48,425.23. The current expenses for the year were \$41,680.35 ; extraordinary expenses, \$3,005.61 ; total, \$44,685.96. Its balance October 1, 1892, was \$3,739.27, and it then had claims against counties and individuals amounting to \$2,594.13, and was free from debt. The whole number of pupils during the year was 157 ; the number at the close of the year was 130 ; the daily average 130, and the weekly per capita expenditure \$4.82.

This institution has been visited during the year by Commissioner Letchworth, and his report, which shows good progress in the schools, is hereto appended. The institution needs increased facilities for object teaching, and the trustees will ask the Legislature for an appropriation of \$2,500 for this purpose, and this Board recommends that it be granted.



## THE DEAF.

There are eight schools for the education of the deaf, one of which having two branches in different places, there are practically ten schools subject to visitation by the State Board, scattered over the State from Brooklyn to Buffalo. They have all been inspected by Commissioner Stewart for the standing committee on the deaf at least once in 1892. Admission to these schools of State pupils is by appointment of the Superintendent of Public Instruction, or of county pupils by appointment of the overseers of the poor or supervisors of the counties.

The number of pupils in the schools September 30, 1892, was 1,297, of whom 727 were males and 570 females. In 1882, on the same date, the six schools which then received pupils at public expense contained the same number of pupils. There has, therefore, been no increase in the number of deaf in the State schools in a decade, in which the population of the State has increased twenty per cent, a remarkable and satisfactory showing. By chapter 36 of the Laws of 1892 the Albany Home School for the Deaf, incorporated in 1891, was added to the number of schools to which State and county pupils may be sent, and it has therefore been inspected this year. This school has been opened as an oral school, but as yet contains no State and but a few county pupils. In consideration of the fact that the number of pupils in these schools has been stationary for the last ten years, during which time schools at Malone and Albany have been authorized to receive pupils, at public expense, the State Board is of the opinion that no more schools should be authorized for the present to receive such pupils, as this would impair the usefulness of those already organized and receiving public pupils, by withdrawing support from them.

The following table shows the number and sex of the pupils in each of the institutions for the deaf in the State,

October 1, 1892, as reported by their respective officers to this Board:

NUMBER OF PUPILS OCTOBER 1, 1892.

INSTITUTIONS.	Males.	Females.	Total.
New York Institution for the Deaf and Dumb, New York.....	208	88	296
Institution for the Improved Instruction of Deaf-Mutes, New York.....	97	93	190
Central New York Institution for Deaf-Mutes, Rome.....	66	67	133
Le Couteulx St. Mary's Deaf and Dumb Asylum, Buffalo .....	70	60	130
St. Joseph's Institution for the Improved Instruction of Deaf-Mutes, Fordham...	141	158	299
Western New York Institution for Deaf-Mutes, Rochester .....	87	66	153
Northern New York Institution for Deaf-Mutes, Malone.....	51	33	84
Albany Home School for the Oral Instruction of the Deaf.....	7	5	12
Total.....	727	570	1,297

The pupils in the schools have all been examined in their classrooms, and the institutions, as a rule, found in good order. Radically different methods of instruction are followed. In six the method of instruction is the oral, in which articulation and lip-reading are mainly used for instruction. These are the schools in Brooklyn, Lexington avenue (New York), Fordham, Westchester, Albany and Rochester. The combined method, in which the instruction is mainly by signs and writing, is followed in the schools at One Hundred and Sixty-second street (New York), Rome, Malone and Buffalo. In all these schools, however, more or less attention is given to lessons in articulation and lip-reading. In three of the schools several deaf-mute teachers are employed. Their misfortune, which deprives them of free communication with those about them, must to some extent impair their usefulness as teachers, and the Board is of the opinion that



their employment is not for the best interests of the educational advancement of the pupils in their classes, and recommends the enactment of a law prohibiting the future employment of any deaf-mute teacher in the schools supported mainly by sums paid by the State and its counties for pupils sent by them.

For the maintenance and education of each State pupil \$250 is paid, and pupils may be sent between the ages of 12 and 25 years; for county pupils, \$300 is paid, and the pupils may be sent between the ages of 5 and 12 years. The State, therefore, pays for the education and support of the older pupils fifty dollars a year less than the counties pay for the younger pupils; the State formerly paid \$300, then \$275, and now but \$250, a sum disproportionate to that paid by the counties, and which, to a large extent, impairs the usefulness of the schools by obliging them to economize in the salaries paid their teachers and in the number of them employed. Taking the pupils educated and supported at public expense, both State and county together, it appears that the sum paid for each is about \$270 per annum. The average per capita cost for the education and maintenance of each pupil for the fiscal year ending September 30, 1892, is reported by the different schools to have been as follows: Malone, \$304.08; Rochester, \$300; One Hundred and Sixty-second street, New York, \$292.64; Rome, \$286.89; Lexington avenue, New York, \$284.89; Albany, \$270; Fordham and branches, \$238.86; Buffalo, \$217.60. The schools at Fordham and Buffalo are taught by members of religious orders, who receive little or nothing for their services, and should not for purposes of comparison be included in the table. It thus appears that in nearly all the schools, public pupils are educated at an expense greater by from fifteen dollars to thirty-five dollars a pupil than the sum received. Believing that the sum of \$300 formerly paid by the State for the support of each pupil, and now paid by



the counties, is not excessive for the proper education and support of each pupil, the Board recommends that this sum be paid in future. This would involve an increased annual appropriation of about \$35,000, and would enable the schools to engage additional teachers now much needed, and to replace those incompetent with those of a higher class.

Chapter 213, section 9, Laws of 1875, excludes from the schools for the deaf all applicants of less than three years' residence in the State. The Board recommends that this exclusion should be reduced from three years to one. The operation of the present law saves no expense, as the State pays for the two years' instruction at the end of the term instead of at the beginning. The earliest years are the most profitable for education and the statute now works hardship in certain cases.

The recommendation of the Board, formerly made, that the age at which children might be sent to the schools as county pupils should be lowered from 6 to 5 years, was adopted by the Legislature of 1892, which by chapter 36 amended the act of 1863, relating to the education of deaf-mutes in that manner, and county pupils may now be sent to any of the schools between the ages of 5 and 12 years. This amendment has given great satisfaction and a considerable number of pupils between the ages of 5 and 6 have since been admitted to the schools as county pupils.

For further information on the subject of the deaf in the State schools the Board refers to the report of Commissioner Stewart for the standing committee of the deaf, which will be found appended hereto.

#### NEW YORK STATE REFORMATORY, ELMIRA.

The receipts of this institution for the fiscal year ending September 30, 1892, were as follows: Cash from the preceding year, \$58,169.78; received from the State for north wing and sundry buildings, \$65,000, and for maintenance, \$150,000; from the

labor of the prisoners, \$40,019.72; total, \$313,189.50. The expenditures during the year were: For supervision and maintenance, \$198,454.35; for buildings and improvements, \$61,360.32; total, \$259,814.67. It had a cash balance of \$36,978.67 October 1, 1892, and outstanding claims amounting to \$49,771.06, and was then indebted for salaries, unpaid bills, on manufacturers' accounts, etc., \$30,650.12. The whole number of prisoners during the year was 2,002; the number October 1, 1892, was 1,395; the daily average for the year was 1,397, and the weekly average per capita cost of support was \$2.73, as against \$2.93 the preceding year.

This institution was established in 1876 for the reception and reformation of young men between the ages of 16 and 30 years committed to it for a first offense. It has been successfully managed from its inception under the same active superintendence, and in its administration, discipline and the distribution of the time of the inmates between hard work in the shops and mental development in the class-rooms, in many respects, is a model of its kind, and as such is annually visited by many officials of charitable institutions in other States and countries, and by others interested in the subject of penology.

From the time the effects of the indeterminate sentences with maximum limits, and the reformatory discipline of the State Reformatory became generally known to the courts throughout the State, the institution has been full, and the pressure of the increasing number of commitments to it has resulted in its being overcrowded every year since 1884. Originally containing 504 cells, the institution has been increased in size until it now contains 1,250 cells, occupied at the close of 1892 by nearly 1,500 prisoners. The increased accommodations, which have more than doubled the size of the original institution, have never been equal to the demand upon it, and therefore it has been necessary to



double or treble prisoners in a cell, which is objectionable in practice and interferes with the reformatory objects of the institution.

The State Board of Charities in former reports to the Legislature, has strongly urged the necessity of the establishment of another reformatory similar in plan and scope to that at Elmira, and has advised against the further increase in size of that institution as tended to defeat the objects for which it was established.

The Board is informed that the managers of the State Reformatory propose to ask from the Legislature of 1893 a special appropriation of \$200,000 for 500 or more additional cells, which would raise the number to over 1,700. The Board advises against the granting of any appropriation for an extension of the State Reformatory beyond its present size, and recommends that a sufficient appropriation be made in lieu thereof to establish the Eastern Reformatory for men on the same plan, as provided by chapter 336 of the Laws of 1892.

In support of its position on this subject the Board repeats a quotation formerly made from the report of the superintendent of the State Reformatory, admittedly one of the ablest penologists of his time, to the board of managers of the institution, dated September 30, 1884, when he sounded the note of alarm in these words :

“The gradual increase of the population of the reformatory since 1876 brings us this year face to face with the fact of the insufficient capacity of the institution for the number of inmates. The true maximum of men in a single institution for reformative treatment is acknowledged to be about 500, so that only 504 rooms of all grades are provided here. Now the present number of inmates is 580 ; at this writing, December sixth, there are 608, with a certainty of reaching 700 by May of 1885, so that there are now over 200 of the inmates associated two or three in one room, a very serious evil of convict confinement, but especially



injurious with the youthful prisoners of the reformatory, an evil here that should be speedily abated."

Since these words were written the number of prisoners has increased from 608 to nearly 1,500.

In consideration of the fact that a great number of inmates of the State Reformatory have been committed from the cities of New York and Brooklyn, which are distant about 300 miles from the institution, the State Board recommends that the new reformatory for men should be established near these cities. This would result in a great saving of transportation and other expenses to the State.

#### HOUSE OF REFUGE FOR WOMEN AT HUDSON.

The resources of this institution for the fiscal year ending September 30, 1892, were as follows: Cash balance from the preceding year, \$4,022.46; received from the State, \$56,015.52; total, \$60,037.98. The current expenditures were \$51,738.29; extraordinary expenditures, \$5,508.33; total, \$57,236.72. The cash balance October 1, 1892, was \$2,801.26, and it was then free from debt. The whole number of inmates during the year was 357; the number October 1, 1892, was 288; the daily average during the year was 270, and the average weekly per capita cost of support, \$1.84, against \$2.06 the preceding year.

This institution is greatly overcrowded. Intended to provide for a maximum of 250 inmates, it contained December, 1892, 290, every bed being occupied except one kept free in the hospital for emergency, and inclusive of all the dark punishment cells and other beds in the hospital. This congested condition in a great measure defeats the reformatory objects of the institution, by practically preventing transfers, from building to building, for promotion or punishment.

Referring to the report of Commissioner Stewart on reformatories, appended hereto, for particulars, the Board finds mismanagement and carelessness in the internal administration of the prison-building and that good discipline is not maintained. The Board

further finds that there is no intelligent system of industry for the prisoners in the reformatory, and no set tasks for them to perform, and that the idle hours allowed the prisoners are subversive of their interests and discreditable to the management of the institution. These female prisoners should be kept as busily employed as the male prisoners are at the State Reformatory, and the opportunity of their commitment should be improved to teach them regular habits of industry, and to increase their mental development. This is especially necessary for the class of young prostitutes and other misdemeanants, exclusive of felons, who compose the inmates of the House of Refuge.

The four cottage buildings are well planned, and suitable for the accommodation of twenty-four inmates each. When last inspected they contained twenty-seven. The plans for these cottages were defective, in that they provided no place for assembly of the inmates, who, for want of this, habitually gather in the halls, which are narrow and not well lighted. Services are held in these. The Board recommends a sufficient appropriation for the erection of a small two-story and basement extension in the rear of each of these cottages, opposite the entrance doors, to contain on the two upper floors assembly rooms in which the inmates may be brought together with comfort for sewing, instruction or recreation, and there kept readily under the supervision of their officers.

The subject of the relief of the institution from overcrowding demands the attention of the Legislature.

The State Board is of the opinion that the reformation of individuals is more probable in small institutions, and on general principles does not favor the considerable extension of the size of the House of Refuge at Hudson. The location of the six buildings about the quadrangle is such that space has been left between the prison building and the two cottages nearest to it sufficient for the erection of two other cottages, which would make six cottages in all. In the present emergency the Board



would not be disposed to oppose an appropriation to this institution for the erection of two cottages, each to provide for twenty-four inmates. The position, however, is complicated by defects found in the active management of the institution. The presumption is that these would increase with its size. Under good management, the Board would recommend an appropriation for two cottages, and that the extension of the institution should cease with the erection of these.

#### HOUSES OF REFUGE.

The houses of refuge of this State are: The New York House of Refuge on Randall's island, and the State Industrial School at Rochester. The property of the New York House of Refuge is held and managed by an incorporated benevolent association, the current expenses being met mainly by the State, and the State Industrial School is owned, controlled and maintained wholly by the State. These institutions have been visited during the year by Commissioner Stewart of the standing committee on reformatories, and his report in respect to their condition and operations for the year is hereto appended.

#### NEW YORK HOUSE OF REFUGE, RANDALL'S ISLAND.

The total receipts of this institution for the fiscal year ending September 30, 1892, were \$113,042.11, viz.: Cash balance from the preceding year, \$2,725.94; received from the State, \$102,499.95; from all other sources, \$7,816.22. The current expenses were \$94,877.79; extraordinary expenses, \$14,603.79; total, \$109,481.58. It had a cash balance of \$3,560.53 October 1, 1892, and was then reported free from debt. The whole number of inmates during the year was 809; the number October 1, 1892, was 500, of whom 437 were boys and sixty-three girls; the daily average for the year was 468, and the weekly average per capita cost of support \$3.89, as against \$3.72 the preceding year.



During the year 1892, the active management of this institution has been changed by the resignation of the superintendent, assistant superintendent, and principal of the schools, all of whom had filled their respective offices for many years. The board of managers have appointed to the position of superintendent an officer of the United States navy, who is believed to be discharging his duties satisfactorily. There has been little change in the number of inmates, which is about 500, half the number which might be accommodated. The practical operation of the so-called "Freedom of Worship Bill," under authority of which mass was first said in the House of Refuge on Sunday, October 23, 1892, has not been attended with any trouble beyond entailing additional work upon the officers and teachers.

Many improvements in the management have been reported to the Board by its committee on reformatories, and the spirit which now governs the institution is more in accordance with enlightened and liberal ideas respecting the reformation and education of the juvenile delinquent class, for which it was established. The Board is informed that the managers of the House of Refuge intend to ask an appropriation from the Legislature of 1893 to remove the cells from some of the dormitory halls, and thus to change these into open dormitories for occupation by inmates as a reward for good conduct. Believing that this would be a desirable change and facilitate the reformatory work of the institution, the Board recommends a sufficient appropriation for this purpose.

#### STATE INDUSTRIAL SCHOOL AT ROCHESTER.

The receipts of this institution, formerly the Western House of Refuge, were as follows for the year ending September 30, 1892: Cash balance of the preceding year, \$26,874.92; received from the State, general appropriation, \$140,000; special appropriation,

\$76,200 ; from all other sources, twelve dollars and ninety-four cents ; total, \$243,087.86. The current expenditures were \$130,572.23 ; extraordinary expenditures, \$104,458.36 ; total, \$235,030.59. It had a cash balance of \$8,057.27 October 1, 1892, and was then indebted for unpaid bills, \$92,299.08. The whole number of inmates during the year was 1,281 ; the number October 1, 1892, was 761, of whom 652 were boys and 109 girls ; the daily average for the year was 785, and the weekly average per capita cost of support \$3.85, as against \$3.94 the preceding year.

This institution is in a satisfactory condition, and there are many evidences of its humane and intelligent management. During the year the superintendent resigned, and one of its officers has been appointed acting superintendent. The comprehensive and excellent system of technological instruction in the classes of the trade-schools, which are adapted to prepare the inmates for self-support in remunerative employments on leaving the institution, is commended, and the military discipline of government for the male department, high proficiency in which has been attained under the direction of the acting superintendent, formerly an officer of the National Guard, has improved the bearing and general appearance of the boys.

The graduating building of the male department, which has long been finished, but never occupied as such, is now ready for occupation and will increase the means of classification in the school buildings and aid the reformatory objects sought.

The main building of the male department is an old structure and in places practically worn out and in bad repair. New floors and ceilings are needed, improved ventilation and much repainting within and without. The present business offices of the institution are too small, inconveniently arranged and very dark ; new offices are a pressing need of the school. The board has pleasure in learning that the managers of the institution desire to take the



cells or rooms out of the east dormitories and to convert them into open dormitories, and that further extensions of the technological and common school systems and of the military equipment are desired. The play-grounds in the rear of the north building should be filled and graded.

The State board finds that the present management of the State Industrial School is such as should commend it to the confidence of the people of the State, and insure its liberal maintenance and support. It therefore, in compliance with the statute, advises the Legislature to make such appropriation as may be necessary to carry out the improvements and inaugurate the reforms suggested above.

Attention is invited to the appended report of Commissioner Stewart, chairman of the standing committee of the board on reformatories, for further information respecting the reformatory institutions of the State and their operations during the past year.

#### NEW YORK STATE SOLDIERS AND SAILORS' HOME, BATH.

The receipts of this institution for the fiscal year ending September 30, 1892, were as follows: Cash balance from the preceding year, \$8,734.30; received from the State, \$140,000; from all other sources, \$4,671.69; total, \$153,405.99. The expenditures were: For current maintenance, \$145,545.22; for extraordinary repairs, \$7,706.48; total, \$153,251.70. The cash balance October 1, 1892, was \$154.29, and it was reported free from debt. The number of inmates October 1, 1891, was 842, and the number admitted during the year ending September 30, 1892, was 578; absent, 278; thus making a total of 1,698 in the course of the year. The discharges during the year were 451 and the deaths 100; absentees, including those in State hospitals, 338. The number present October 1, 1892, was 809, as against 842 October 1, 1891. The greatest number present during the year



was 1,012 and the least number 723. The daily average for the year was 864, or 139 less than for the preceding year, and the weekly average per capita cost of support was \$3.24, as against \$3.01 the preceding year. In addition to these, there were eighteen members of the home transferred to State hospitals for the insane, in accordance with the statute, whose maintenance and care are being paid by the institution.

The average number of patients in the hospital department of the home during the past year was about 120, and the number, for obvious reasons, is likely to increase from year to year. The medical staff are a resident and an assistant resident physician. A matron has the immediate charge of the domestic affairs of the hospital, and the nursing is by a chief trained female nurse, assisted by three trained female assistants. There are also several men detailed from the inmates, who are employed on the wards of the hospital in nursing and other duties, under the direction of the chief female nurse. The patients are mostly suffering with chronic diseases, many of them being bedridden and helpless, and requiring constant watchfulness and care. The hospital has little or no spare room, and the increasing infirmities of the inmates of the institution, incident to their advancing age, will probably make it necessary soon to extend and enlarge its accommodations.

The trustees of this institution will ask the Legislature for an appropriation of \$25,000 for the following purposes, viz. : For the removal of the hospital water-closets and the fitting up of new closets, the present ones being greatly dilapidated and unfit for use; for two new boilers to replace the old boilers, which are so worn and weakened that they no longer properly fulfill their purpose; and for an increased water supply, and this Board approves an appropriation for these objects.

## ORPHAN ASYLUMS AND HOMES FOR THE FRIENDLESS.

The annual returns of these institutions for the fiscal year ending September 30, 1892, furnish the following: The number of inmates October 1, 1892, was 36,643, as against 35,797 October 1, 1891, viz.: Adult males, 2,403; adult females, 5,633; boys, 16,027; girls, 12,580; total, 36,643. The increase in these institutions during the year was 846, of which increase 405 were adults and 441 children. The total receipts of these institutions for the year were \$7,879,508.70, and the expenditures \$7,328,838.46, as against \$7,678,955.71, the receipts, and \$6,969,581.12, the expenditures, for the preceding year. Attention is invited to the tables relating to these institutions, showing the value of the property held by them September 30, 1892, their total and classified receipts and expenditures for the past year, and the number of inmates of each October 1, 1892.

## INCORPORATION OF INSTITUTIONS FOR CHILDREN DURING 1892.

The following institutions for the custody and care of children have been incorporated during the past year, the certificates of incorporation, after full examination and inquiry, having been approved and certified by this Board, pursuant to chapter 446 of the Laws of 1883, viz.: January thirteenth, the St. Chrysostom's Nursery, New York; April thirteenth, the Silver Cross Day Nursery, New York; July thirteenth, the Orphan Asylum Society of the Reformed Churches of Brooklyn and New York. The application for incorporation of the Kinnelly Home for Orphan Children, Brooklyn, was disapproved April 13, 1892. The reports of the various committees of this Board making the examinations and inquiries into the applications of these several institutions for incorporation, presented and read to the Board, are hereto appended.



## INCORPORATED HOSPITALS.

The reports of these institutions to this Board show that the property of all kinds held by them October 1, 1892, and devoted to their objects and purposes, was valued at \$21,856,926.34, as against \$20,174,401.33, their valuation October 1, 1891. Their total receipts for the fiscal year ending September 30, 1892, were \$4,599,745.11, and their expenditures \$4,013,248.57, as against \$4,437,898.67, their receipts, and \$4,218,742.82, their expenditures for the fiscal year ending September 30, 1891. The number of patients in these institutions October 1, 1892, was 5,312, as against 5,048 October 1, 1891. Attention is invited to the appended tables, giving the names and locations of these various institutions, and showing also their total and classified receipts and expenditures for the year, and the whole number of beneficiaries.

## INCORPORATED DISPENSARIES.

The returns of the various dispensaries of the State to this Board, shows the following: The valuation of the property of all kinds held by them October 1, 1892, was \$1,210,375.85, as against \$1,041,020, the valuation October 1, 1891. Their receipts for the fiscal year ending September 30, 1892, were \$288,064.15, and their expenditures \$253,632.86; for the year ending September 30, 1891, their receipts were \$212,372.32 and their expenditures \$189,829.43. A list of these institutions, with their several locations and financial exhibit for the year, will be found in the appended tables relating to them.

## COUNTY, CITY AND TOWN POOR-HOUSES AND ALMS-HOUSES.

Including those of New York and Kings counties, there are fifty-eight county poor-houses in this State, and five city alms-houses, viz.: Kingston, Newburgh, Oswego, Poughkeepsie and Utica. The counties of Hamilton and Schuyler have no county poor-houses,



but there are two town poor-houses in the latter and two also in Queens county.

The annual returns of the superintendents of the poor and other proper officers of the various counties and cities of this State for the fiscal year ending September 30, 1892, furnish the following: The whole number of indoor paupers during the year was 83,667 as against 79,540 the preceding year. The number in these institutions October 1, 1892, was 20,918, as against 20,756 October 1, 1891, of whom 11,038 were males and 9,880 females. Of the entire number in poor-houses in the course of the year 32,678 were native, and 50,989 foreign born. The total expenditures in connection with these institutions during the year were \$2,809,438.20, as against \$2,825,488.48 the preceding year. The appended tables in relation to poor-houses and alms-houses show the value of the property held by these institutions, classify their inmates and exhibit their expenditures for the year, and also show the average number of poor-house and alms-house inmates in this State from 1868 to 1892, inclusive, and the annual expenditure for their maintenance and care.

These institutions have been very generally visited during the past year by members and officers of the Board, and their condition from time to time reported. The reports of Commissioner de Peyster upon the alms-house of New York city, of Commissioner Walrath in regard to the poor-houses of the sixth judicial district, and of the secretary in respect to certain inmates of poor-houses heretofore classed as insane, are hereto appended.

Upon information coming to the notice of this Board of alleged improper management and abuses in the Oswego County Poor-House during the year, a committee of this Board, consisting of the president and Commissioners Letchworth and Walrath, visited and inspected this poor-house, and examined, on oath, the officers and employes of the institution and several citizens in the vicinity respecting its management and affairs, and reported the results

of such examination, with the testimony, to the Board. This report showed that gross abuses existed in the institution, and placed the responsibility therefor upon the county superintendent of the poor. The report of the committee upon the subject is hereto appended, a copy of which has been sent to the superintendent of the poor, to the county judge, county clerk and clerk of the board of supervisors of the county, and also to the secretary of the State Charities Aid Association.

#### OUTDOOR PUBLIC POOR RELIEF.

According to the annual returns of the proper officers, the number of persons receiving outdoor public poor relief during the year ending September 30, 1892, was 131,439, as against 131,538 the preceding year. The expenditure for such relief was \$681,934.99; for the preceding year it was \$654,654.85. The tables relating to poor-houses and alms-houses, hereto appended, show the number of persons thus relieved in each of the counties and cities of the State during the year, and the amount respectively expended by them for such relief.

#### STATE PAUPERS.

The number of State paupers under care October 1, 1891, pursuant to chapter 661 of the Laws of 1873, was 241, of whom 187 were in State alms-houses, one was in an orphan asylum, and fifty-three were in various State insane hospitals. The commitments during the fiscal year ending September 30, 1892, numbered 1,367, as against 1,365 committed the preceding year. The changes occurring in the several State alms-houses during the year were as follows: Discharged, recovered and able to maintain themselves, 387; left without permission and failed to return, 45; transferred to State hospitals for the insane, 4; provided with transportation to their former homes and friends, or to their places of legal settlement in other States and countries,



909 ; died, 40 ; thus leaving 223 under care October 1, 1892, ~~as~~ against 241 October 1, 1891, as follows : In the various State almshouses, 159 ; at the Utica State Hospital, 4 ; at the Willard State Hospital, 16 ; at the Binghamton State Hospital, 21 ; at the St. Lawrence State Hospital, 3 ; at the Rochester State Hospital, 9 ; at the Albany Orphan Asylum, 1.

The following is a summary of the operations of the law since it went into effect, October 22, 1873 : The whole number of persons committed as State paupers during this time has been 25,520, of whom 19,908 were males and 5,612 females. Of this number, 7,099 have recovered and been discharged as able to support themselves, 82 have been provided with situations in families or otherwise 1,397 have absconded and most of them disappeared from view as paupers, 146 have been transferred to State insane hospitals and orphan asylums, 15,980 have been removed to their homes or places of legal settlement in other States and countries, thus relieving this State of the burden and expense of their permanent support and care, and 647 have died. This left, as previously stated, 223 under care October 1, 1892, of whom 169 were in State almshouses, 53 in State hospitals for the insane, and one was in an orphan asylum. Appended hereto are tables showing the operation of the act from the time of its going into effect in October, 1873, to October 1, 1892, and also a classified, tabulated statement of the expenditures under the act for the last fiscal year, as required by statute.

The Board, in its last annual report, briefly summarized the various classes of persons committed, from time to time, under this act as State paupers, which summary is here repeated for the information of the Legislature:

1. Migratory and only partly disabled paupers and vagrants of other States and countries, especially of Canada, who come into this State, generally upon the approach of winter, in the

hope of securing free lodgment and support in its poor-houses, alms-houses and other institutions of charity.

2. Pauper families of other States and countries, sent to this State by public officials or otherwise, and such families who drift into the State, attracted by its numerous charitable institutions and extended systems of in-door and out-door public and private relief.

3. Indigent and seemingly respectable families of other States and countries, who make their way into this State in the expectation of bettering their condition, or to avoid the disgrace of becoming paupers in the community in which they are known.

4. Chronic sick, crippled, blind and otherwise infirm and disabled destitute persons of other States and countries, sent to this State by public authorities, or by relatives or friends, and who are led to believe that they may gain free admittance and gratuitous surgical and medical treatment, nursing and care, in its numerous general and special hospitals, or other medical charities.

5. Persons of other States and countries, coming into this State for temporary purposes, without means, overtaken by sickness or other misfortune, away from relatives or friends, and thus thrown upon the public for shelter and support.

6. Insane, idiotic, feeble-minded and otherwise incompetent persons of other States and countries, who escape from institutions or family care in such States and countries, and are found wandering and destitute in this State, away from legal guardians or friends, and who are unfit to be at large.

7. Disabled soldiers and sailors of the late war, enlisting from this State and settling in other States or countries upon their discharge from the service, and who return to the State, after prolonged absence, and find themselves without relatives or friends to assist them, or the ability to provide for themselves.

8. Truant and disorderly children, mostly boys, who break away from home or other legal guardianship in other States and



countries and are lured into this State by the attraction of its large cities.

9. Partly disabled young men and boys of other States and countries, who come into this State each spring for employment upon its canals and who, upon the close of navigation, are left without means to return to their homes, with no ability to provide for their support.

10. Immigrants landing in New York, or at the United States or Canadian ports, drifting into this State, in destitute condition, from other States in which they first settled, and thus thrown upon the public without the ability to earn their maintenance.

The number of these classes that come under the law as State paupers, varies from year to year, and depends largely upon conditions in other States and countries over which this State has no control. Some of them come in the hope of securing more remunerative employment than at their homes, but failing in their expectations are left helpless; some come to gain free access to its numerous general and special hospitals, asylums and other public and private charities; some are sent to rid the communities to which they belong of troublesome and expensive burdens, while others drift aimlessly across its borders, without any well-defined object or purpose. The location of the State, and the easy and inexpensive methods of ingress, over the numerous water and other lines of communication leading to it, with its large port of foreign entry, and its varied and extended system of public and and private munificence, stimulates and invites the enfeebled, helpless and thriftless classes of other States and countries to it, and once within its borders, unless returned to their homes, they soon find lodgment in its poor-houses, alms-houses, asylums, hospitals and other institutions of charity, as public burdens through life.

The benefits of this law, in the return of these infirm and helpless paupers to the various communities in other States and countries to which they properly belong, are two-fold: First, it relieves this State of undesirable and troublesome persons, who have no legitimate claim upon its bounties; and, second, it lessens the public charitable expenses, by relieving the cities and counties of their permanent support and care, inevitable were they to remain within the borders of the State. To have maintained the 909 such paupers sent to their homes in other States and countries last year at the low rate of two dollars per week, would have cost in a single year \$94,536, or the income of nearly \$1,900,000 at five per cent per annum. Applying the same rule to the 15,980 such persons thus sent to their homes since the law went into effect, and estimating the average duration of their lives at fifteen years, a length of time confirmed by well-established tables upon the subject, they would have entailed an ultimate expenditure by the cities and counties of this State of \$24,928,800. The entire expense of the removal of these 15,980 persons to their homes in other communities, as they have, from time to time, come under the law, together with the incidental and other expenses for their temporary maintenance, while awaiting removal, has been less than \$40,000 per year, or about \$25.00 per person, and the work has been performed without any outlay for buildings or well-founded complaint as to the justice and propriety of any such removals. The Board, therefore, believes that the money of the State thus expended is of great and lasting benefit to its cities and counties, pecuniarily and otherwise, and it accordingly recommends an appropriation of \$40,000 to carry out the objects and purposes of the law for the next fiscal year.



## ALIEN PAUPERS.

During the fiscal year ending September 30, 1892, the Board removed 150 alien paupers from the poor-houses, alms-houses, hospitals, asylums and other charitable institutions of this State, and sent them to their homes in different countries of Europe, pursuant to chapter 549 of the Laws of 1880, as follows: To England 16; to Ireland 11; to Scotland 9; to Germany 34; to Austria-Hungary 14; to Russia 11; to Italy 39; to Switzerland 8; to France 4; and to Sweden and Denmark each 2; total 150.

The examinations showed that these persons were deported to this country from their several European homes by the following agencies, viz.: By cities, towns and other municipalities, 13; by various benevolent, charitable and immigration associations and societies, 38; by relatives, guardians and friends, 77; by individuals and companies under agreement to labor, 22; total, 150.

According to the statements of these persons, they were landed in this country as follows: In New York, 125; at other United States ports, 17; at various Canadian ports, 8; total, 150.

Their condition at the time of landing, as developed by the examinations, was as follows: Lunatic, 9; imbecile, 6; epileptic, 3; paralytic, 5; vagrant and diseased, 27; old and decrepit, 22; blind, 2; crippled, 7; deformed, 4; feeble-minded, 26; otherwise diseased, 39; total, 150.

The total expense of sending these chronic infirm and helpless alien paupers back to their various homes, from which they had been deported to this country, was \$3,677.95; the per capita expense, \$24.52. The entire number of such removals, since the act went into effect in 1880, has been 1,879; the whole expenditure, \$40,916.40; the expenditure per person, \$21.78.

The saving to the cities and counties of this State, by the return of these 150 helpless and dependent aliens to their native countries during the past year, by this Board, may best be shown by comparison of the expense with the yearly cost of their poor-house or

other public support, had they remained. The expense of their removal, as has been shown, was only \$3,677.95; while to have maintained them one year in the institutions in which they were found would have cost, at the low rate of two dollars per week each, \$15,600; thus effecting a saving of \$11,922.05 in a single year. Estimating the average duration of the lives of these 150 returned paupers at fifteen years — which basis is well established by tables upon the subject — they would have entailed an annual expenditure, by the cities and counties of the State, as stated, of \$15,600, and the ultimate cost of \$234,000 in taxes to support them for life in our institutions of the least expensive kind.

Application of the same rule to the total of 1,879 such aliens thus removed, since the act went into effect, would have made necessary, had they been allowed to remain here, an annual expenditure by the cities and counties of the State, or the State itself, for their support, of \$195,416, nearly the income of \$4,000,000 at five per cent per annum, and involving total expenditures for their life maintenance of \$2,931,240, showing a net tax saving, after deducting \$40,916.40 expended for their removal, of \$2,890,323.60, and this exclusive of outlay for buildings equal to the accommodations of twelve of the average sized poor-houses of the State, the yearly cost of salaried officials for their care, and the certain erection of one each year to provide for the yearly accretions of all these inevitable dependents on the public, had they not been returned to their European relations. These figures of course apply directly to the expenses of the State of New York only, but relatively, they do so to all the other States of the Union that receive immigrants of the classes in question, by through tickets, or by other channels tending to their settling in cities and towns in the interior of our country for the enjoyment of public support. It should be added that these removals have been made by this Board, from the outset, without cost to



the State for salaries or otherwise, except for traveling and incidental expenses in making the examinations and arrangements for their departure. A registry of all the persons returned, by name and date of return, is kept in books in the office of the Board, and no complaints in respect to such removals have been made by any of the countries or localities to which they were sent.

The existing federal statutes upon the subject of immigration do not seem to impose entirely the restrictions which are desirable to be enforced at the ports of debarkation abroad for our protection against the landing here of pauper, lunatic and other burdensome and objectionable persons from foreign countries; and it is believed that protection against such can be secured only by examinations as to their character and their physical and mental condition, under proper rules and regulations, before their embarkation to this country. This Board has long held, and still holds, that a system of consular inspection of all intending immigrants should be initiated and developed, and then strictly required at their various ports of departure, so that no alien immigrant could land at any of our ports or enter the country across our inland borders without a consular certificate setting forth that he or she is not included in any of the prohibited classes. These suggestions received the earnest attention of Congress at its last session, and many bills were then introduced upon the subject, some of them in both houses, nearly all of which contained provisions, more or less stringent, for the consular examination and certification, before taking passage, of all persons intending to emigrate to the United States. As a further protection against the voluntary or other coming to this country of the pauper, lunatic, criminal and other burdensome aliens in question, including professional beggars and tramps, this Board believes that all intending immigrants should also be required to procure certificates of their good character, physical and mental health and ability

to provide for themselves, from the local authorities of the various countries whence they come, duly authenticated by some court or officer of public record. This would not debar proper persons from emigrating unless it stimulated the government of their countries to check emigration in general by refusing such certificates; for immigrants, such as we wish to receive, would find no other difficulty in obtaining these certificates, while this provision would serve to check the shipment to us of those undesirable, troublesome and expensive classes, shipment of which has so long been promoted, and is still promoted by cities, cantons and towns, or the authorities of local districts, and by European benevolent and emigration societies and families for their own relief. At the same time the local certificates here suggested would be of great aid to our officials in their inspection and determination concerning immigrants, and would also at once enable them to detect and make public any attempt to impose the interdicted classes upon any one of the United States.

The numerous questions affecting immigration, relating to consular examinations, the imposition of a higher capitation tax, and establishing by law restrictions on the foreign steamship lines which accept, indiscriminately, steerage passengers of any kind to fill their vessels sailing to New York, were raised and largely discussed during the last session of Congress, and excited great interest throughout the country. The matter is in the hands of standing committees on immigration of both houses, and it is not improbable that some practical agreement will be had as to provisions of law that can readily be enforced, and that amendments to our present statutes, to protect our country against the large and steadily increasing influx of



prospectively burdensome immigrants, will be adopted by Congress, now in session, before it shall finally adjourn.

Whatever action may be had by Congress against the landing of unwelcome aliens, this State, because of its port of entry, at which most of the immigrants to the United States are landed, will doubtless always be more or less burdened with the refuse of all kinds, which will need to be returned or else maintained in its public institutions through life; and the Board, therefore, recommends the usual legislative appropriation of \$5,000, or so much thereof as may be necessary, for the removal of such cases as may gravitate to the poor-houses, and other charitable institutions of the cities and counties of the State, for the coming year.

Supplementary to what has been stated above, it may be well to add that it is the general impression of those most familiar with the subject that the extraordinary flood of immigrants coming to our shores of recent years do not so much represent voluntary immigration as that which is stimulated. Foreign steamship lines have found that there is no cargo so profitable as a human one that loads and unloads itself, and virtually imposes no cost for care. With this view little attention, if any, apparently, is paid by the lines to the kind of passengers, whether fitted or unfitted for self-support, and, it is said, that to secure steerages full of passengers, special efforts are made by runners and agents scouring the interior and remote parts of Europe, to induce all they can to "go to America," even if in so doing they sell their little possessions and have but mere pittance for their support on landing here in a strange land, strange in tongue, and with ways and activities that they can not, in their day and generation, assimilate with, or become accustomed to, especially while they

congregate, as they do, into city districts, and form, so to speak, separate bodies of different nationalities, retaining and using their own language, and maintaining their native habits, with hardly a perceptible effort to become "Americanized" on their part, much as we should like that process to become spontaneous and universal to all claiming citizenship with us. What wonder, then, that so many find their way to become beneficiaries of the public and other charitable institutions, that its cities, and the State of New York itself, now abound with, covering all forms of relief, yet all perpetually crowded, requiring new ones annually to be initiated or existing ones enlarged or expanded with branches, to accommodate increasing patronage.

An extract from the report of this Board to the Legislature of 1890 is here reproduced to illustrate the rapidity with which increasing expenditures for charitable, correctional and reformatory purposes is overrunning the increase of the population of the State, it being borne in mind that it is this "population" on which these vast expenditures fall, in direct ratio of dollars to persons, when these expenditures increase faster than the number of self-supporting and tax-paying citizens increase.

"The annual expenditures in this State for charitable, correctional and reformatory purposes, from 1880 to 1890, inclusive, the funds for which have been derived from State and local taxation and incorporated benevolent associations, are as follows:

Year.	Amount expended.
1880 .....	\$8,482,648 71
1881 .....	9,260,147 77
1882 .....	9,320,142 60
1883 .....	9,938,037 05
1884 .....	10,642,763 86



Year.	Amount expended.
1885 .....	\$11,538,739 86
1886 .....	12,027,990 01
1887 .....	12,574,074 67
1888 .....	13,315,698 97
1889 .....	14,868,733 77
1890 .....	16,349,842 43

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“It will be seen by this table, that these expenditures in this State, in 1880, were \$8,482,648.71, and in 1890, \$16,349,842.43, showing an increase during this time of \$7,867,193.72. The population of the State by the federal census of 1880, was 5,082,871, and by the federal census of 1890, it was 5,981,834. This shows that while the increase in the expenditures in the State in 1890 was ninety-two per cent over those of 1880, the increase in the population, in the meantime, was less than eighteen per cent.”

The expenditures for 1891 were \$17,605,660.58, and those for 1892 will probably repeat the average annual increase in expenses of the years 1888, 1889 and 1890.

The table and statement of population exhibit grave disproportions, and when the figures are studied, in connection with the census returns, it seems proved that the disproportions could not arise, and the expenses of recent years annually increase to the extent they have done, from our home production of dependents, but presumably originated over liberal additions of them from foreign sources.

The year 1884 marked the beginning of the continuous flood of immigration, and while the State has not apparently felt an increase of ratio of population since then from that source, or had not up to and including 1890, it certainly has felt the cost of increased ratio of dependency originating from imported sources.

## INTERSTATE MIGRATION.

The migration or passage of residents of one State to another State, especially the infirm, feeble and thriftless classes, liable to fall upon the public for support in communities distant from their homes or places of legal settlement, has become an evil of great magnitude in this country, and is everywhere attracting attention. This State and Massachusetts make special provision for such of these classes as fall into distress within their borders, by providing for their temporary maintenance and care as State paupers, and for their return to their homes in other States and countries at State expense. A few of the States make special provision for the migratory or non-resident insane, but in most of the States, these classes are dealt with wholly by the local authorities without any general plan or system of procedure, which often results in their being sent to, or shifted upon, communities in no way responsible for their support, which is not infrequently attended by great hardships and wrongs to the individuals concerned. The expenditures in this direction, in many of the States, have assumed enormous proportions, which money if rightfully directed, as in this State and Massachusetts, it is believed would suitably provide for the temporary maintenance and care of all of these classes in destitute condition, and for their return to their homes and friends, at a great saving to such States. This matter has attracted the attention of the National Conference of Charities and Correction, and was the subject of a report at the meeting in Denver, Colorado, in June, 1892, by a committee of the conference appointed for the purpose. This report, prepared by Mr. Sanborn, of Massachusetts, and concurred in by Mr. Barbour, of Michigan ; Mr. Eliot, of Colorado ; Mr. Leutch, of Louisiana, and the secretary of this Board, all men



of broad experience in this direction, contains so much valuable information and such important recommendations bearing upon the subject, that the Board here quotes from it as follows:

“Hardly less important than immigration itself, and likely to be more important as time passes, is the closely allied subject of interstate migration; that is, the passage by myriads, even by millions in the aggregate, of newly arrived or long resident persons from one State to another of our great federation of local governments. In respect to any single State, this movement is immigration; but, as many of these persons pass through several States before reaching their place of alleged destination, the same evils may attend this transit of migrating persons within the country, as we now find resulting to the seaboard States from the ill-regulated admission of foreigners, many of whom are unable or unwilling to earn their own living in conformity with our laws and social requirements.

“Thus the State of New York, which now suffers so much from a sediment of bad immigration deposited at its great seaport, may also, and does in fact, suffer from a like deposit left by the stream of interstate migration constantly coursing through it, east and west, north and south. Other States, more central in location, which may not feel the mischiefs of immigration at all, or else very slightly, may and do experience evil from this migration to a considerable extent. And there can be very few States, however small or wherever located, which have not suffered harm or inconvenience from these currents of migration which pass in all directions within our borders. The most common form of harm received is through vagrancy; and the tramp has long been recognized as a dangerous element in our population, requiring everywhere strict laws and severe penalties to hold him in check. Along with the tramp the professed and habitual criminal passes from State to State, escaping notice, as he desires, in the crowd which moves in all directions along the roads of interstate migration.

“Besides these classes, there are also the insane, the invalid, the blind, the deserted, the shiftless, the misdirected, etc.—mostly

poor persons who go voluntarily, or are frequently sent or carried by local authorities from one State to another, or from one place to another within the same State. The number of all these classes is steadily increasing, and at times increases very much in consequence of particular circumstances affecting the general or local conditions of labor, business, or health in different parts of the country. It is impossible even to estimate the aggregate of such migrating persons who now come, or should come, under official oversight; but they must number hundreds of thousands in the whole country during the period of a twelve-month."

In discussing the remedy for the evils arising from interstate migration the committee says:

"What this remedy should be is a question of some difficulty; but the preponderance of opinion, so far as we have learned, is in favor of action by Congress. The alternative is an extremely difficult one to obtain in a practical form — concurrent legislation by the different States of the Union. Such legislation has been sought for twenty-five years by the Board of Charities of Massachusetts, the other New England States being principally had in view. But no real approach to concurrence of laws in New England has been made, unless it be a sort of negative concurrence unanimously to forbid the removal of paupers from Massachusetts to New Hampshire, Vermont, etc., and *vice versa*. Not only do such prohibitive laws exist, but they have been in Vermont and New Hampshire enforced by considerable penalties, and sustained after appeal to the highest courts in the two States. The cases leading to these judicial decisions were such as to show that even the State authorities have not been sufficiently careful in attempting to rid themselves of the support of poor persons by shifting the burden upon a neighboring State. And the effect of these adjudicated cases has been to render more difficult, in Vermont and New Hampshire, the procurement of mutual and co-operative legislation.

"In the meantime, however, the national government has in two directions entered upon a policy which only requires to be



carried one step further in order to provide a general system for the regulation of this migration from one State to another.

“We allude to the immigration laws passed in 1882 and subsequent years, by which the Secretary of the Treasury now takes charge of all immigrants arriving in this country, and follows them, in some degree, to the different States, where they may be found in poverty a few months after landing; and to the Interstate Commerce Acts, by which a commission supervises railroad transportation in all parts of the country. If now Congress will enact a law concerning the interstate transportation of persons, and will place the enforcement of such an act in the hands of competent federal officers, a tribunal will be created before which the authorities of different States and the poor persons themselves, who are so frequently the subjects of arbitrary removal, may present the facts of all disputed cases. Moreover, such an act of Congress, if properly drawn, would serve as a model for similar legislation in the States themselves; and a system of concurrent law would thus be created much sooner than could otherwise be expected.”

The discussion following this report was participated in by members of the conference representing nearly all the States. The uniform testimony was that the evils of interstate migration were due, largely, to the lack of any well-defined plan or system for dealing with the migratory classes, and there was general acquiescence in the recommendations of the committee for congressional action to regulate the inconsistent and conflicting practices in respect to these classes, now going on in the different States, and to bring the laws of these States, as far as practicable, into concurrence and harmony upon the subject. The matter was commended by the committee to the boards of charities and other similar organizations of the various States, and it is likely to receive further consideration on the part of the conference.

## APPENDED PAPERS.

The following reports and papers, presented, read and accepted by the Board, and directed to be transmitted to the Legislature, with its annual report, are hereto appended:

Report on reformatories, by Commissioner Stewart, Chairman of the Standing Committee on Reformatories.

Report for the Standing Committee on the Deaf, by Commissioner Stewart.

Report of Commissioner de Peyster on the Public Charities of New York city, other than insane asylums.

Report of visitations of poor-houses and charitable institutions of the Sixth Judicial District, by Commissioner Walrath.

Report on the New York Institution for the Blind, by Commissioner Stewart.

Report on the New York State Institution for the Blind, by Commissioner Letchworth.

Memorial embodying reasons why the Asylum for Insane Criminals at Auburn should not be made a receptacle for the noncriminal insane, by Commissioner Letchworth.

Correspondence and matter relating to the proposed conversion of the State Asylum for Insane Criminals at Auburn into a State hospital for noncriminal insane.

Reports of inspections of orphan asylums in the city of New York, by Commissioner de Peyster.

Report in the matter of the investigation of the S. R. Smith Infirmary, by President Craig.

Report of an examination of the Oswego county poor-house and its administration, by Commissioners Craig, Letchworth and Walrath.

Report of the selection of a site for an epileptic colony, by Commissioners Craig, Letchworth and Walrath.



Paper on State Boards of Charities, by Commissioner Letchworth.

Report of visitation of the Syracuse State Institution for Feeble-minded Children, by the assistant secretary.

Report on the condition of inmates of certain poor-houses, heretofore classed as insane, by the secretary.

By direction of the Board.

OSCAR CRAIG,

*President.*

JOHN H. VAN ANTWERP,

*Vice-President.*

Attest:

CHARLES S. HOYT,

*Secretary.*

Dated ALBANY, *January* 11, 1893.

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# R E P O R T

FOR THE

Standing Committee on Reformatories.

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By WILLIAM R. STEWART, Commissioner.

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# R E P O R T.

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*To the State Board of Charities:*

In behalf of the standing committee on reformatories I have the honor to submit the following report :

There are four institutions supported by the State which may be strictly classed as reformatories.

1. The State Reformatory, at Elmira, established in 1876 as a reformatory for young men.

2. The House of Refuge for Women, at Hudson, established in 1881 as a reformatory for young women.

3. The New York House of Refuge, on Randall's island, incorporated in 1824 as a private society for the reformation of juvenile delinquents, a juvenile reformatory now supported by the State.

4. The State Industrial School, at Rochester, established as the Western House of Refuge in 1846, a juvenile reformatory.

In addition to these there are two great institutions for the reformation of vagrant, truant, refractory or homeless children which are supported mainly by the city of New York, and counties adjacent thereto, and which may be properly classed as reformatories, and these it has been the custom of your committee to inspect annually, and to include in its report, although they receive no State appropriations.

1. The New York Juvenile Asylum, One Hundred and Seventy-sixth street and Tenth avenue, incorporated in 1851.

2. The New York Catholic Protectory, at Westchester, New York, incorporated in 1863.

All of these institutions have been inspected once or more during the year 1892, and the notes of their inspection will follow hereafter in the order mentioned above.



The important points brought out by the inspections and recommendations based thereon, relating to the several institutions, will now be briefly given.

#### THE STATE REFORMATORY AT ELMIRA.

This institution was found in excellent order. A great and increasing variety of useful trades are taught the prisoners, and a considerable measure of self-government is allowed them. Notwithstanding this, discipline is firmly maintained by the superintendent and his assistants.

Extensions to the reformatory, from time to time, have increased the number of cells in it from 504 to 1,250. The last addition was completed in May of 1892. Established in 1876, the number of prisoners has shown a steady increase, and the institution has been enlarged to meet the demands upon it, although it has never since it was full entirely met these. The number of prisoners in the reformatory on September thirtieth of each year since it was opened was as follows: 1876, 164; 1877, 139; 1878, 248; 1879, 450; 1880, 482; 1881, 485; 1882, 516; 1883, 495; 1884, 580; 1885, 667; 1886, 711; 1887, 745; 1888, 825; 1889, 944; 1890, 1,102; 1891, 1,290; 1892, 1,396. The superintendent states that if relief had not been extended by the Superintendent of Prisons, by transfers to the State prisons, the number of prisoners in the reformatory would at the close of 1890 have been 1,647, and that if the present ratio of increase is maintained, it will reach 1,700 before the close of the year 1893.

The State Board of Charities has in former reports deplored the congested condition of the reformatory, and has strongly advised that relief for this should be found by the establishment of another reformatory in another part of the State, to be conducted on the same general plan as that so successfully carried on at Elmira, and not by the further enlargement of this institution, which, it is believed, already far exceeds the numbers which should be committed to it for the purpose of reformation.

In spite of the objections of the Board, and of the superintendent and board of managers of the institution, the reformatory has been enlarged from a capacity of 504 to 1,250 cells, and your

committee is advised that it is the intention of its managers to ask the Legislature of 1893 to make a special appropriation of \$200,000 to provide a further extension for 500 cells.

Pages might be written in opposition to this project. The work of the reformatory is hindered by overcrowding, but this should be relieved from without, not from within. Your committee recommends that the State Board of Charities make strong opposition to the proposed appropriation for an extension to the State Reformatory, and that it urge in lieu thereof a sufficient appropriation to establish a new reformatory for the same class of prisoners as are now committed to Elmira, and that this be located in the vicinity of New York.

#### HOUSE OF REFUGE FOR WOMEN AT HUDSON.

This institution is greatly overcrowded. Intended for 250, at the time of its inspection it contained 290 inmates. The hospital, which should be reserved for the sick and for the isolation of contagious diseases, was filled with healthy inmates, and the punishment cells in the prison were also all occupied. This congested condition in a great measure defeats the reformatory objects of the institution by interfering with transfers from building to building for promotion or punishment.

Good discipline is not maintained in the institution, especially in the prison building, and many evidences of mismanagement and carelessness were discovered, of which one was the case of four prisoners who were found to occupy a small room with three single beds, while other beds were unused in the store-room. There is no intelligent system of industry or task of work set for the prisoners, and they have much idle time at their disposal in which to read novels, or sit in reflection, or talk with each other. They should have work to do, and plenty of it, to keep their minds occupied, and to teach them habits of industry with which most of them have never been familiar.

Relief from the overcrowded condition of the institution should be obtained immediately. If the active management was more intelligent and firm than it is, your committee would not oppose the enlargement of the reformatory by the erection of two



additional cottages, but believing that its present population overtaxes the ability of those now charged with the discipline of the institution, your committee is unable to recommend its enlargement. Under good management your committee, in the emergency, would not oppose an appropriation for two cottages, and would recommend that the extension of the institution should cease with the erection of these. An appropriation is recommended for the erection of small basement and two story extension in the rear of each of the four cottages, to provide them with sewing rooms for the inmates.

#### HOUSE OF REFUGE ON RANDALL'S ISLAND.

During the year covered by this report the active management of the House of Refuge has been changed by the resignations of the superintendent, assistant superintendent and principal of the schools, all of whom had for many years filled their respective offices. The board of managers have appointed to the position of superintendent an officer of the United States navy, who, it is believed, is discharging his duties satisfactorily. There has been little or no change in the number of inmates during the year, which is about 500. The institution has a capacity for nearly 1,000. The practical operation of the so called "Freedom of Worship Bill," by authority of which mass was first said in the institution on Sunday, October 23, 1892, and attended by 179 boys, it is stated, has not been attended with any trouble beyond entailing some additional work upon the officers and teachers.

The recommendation of your committee, urged in several reports to the Board, that no child under the age of 12 years should be sentenced or committed to the House of Refuge on Randall's island or to the State Industrial School at Rochester on conviction of any crime or offense less than a felony, and by the State Board in its report to the Legislature recommended as a wise amendment to the statutes, was adopted by the Legislature and enacted by chapter 216 of the Laws of 1891. The class of vagrant, truant or homeless children between the ages of 6 and 12 years, of whom some were annually committed after conviction to these institutions intended for the juvenile delinquent

class alone, can no longer be sent to them. No information has come to your committee from any source of dissatisfaction with this amendment to the law, and it is a subject of rejoicing that henceforth, by its operation, many children, innocent of intent to commit crime, are saved the disgrace of the record of their commitment to a penal institution.

Many improvements have been referred to in the notes of inspection of this institution which follow, and its management is now more in accord with enlightened and liberal ideas respecting the reformation and education of the class of inmates it receives. The industrial training is not as comprehensive and varied as it should be, and the introduction of additional educational industries is strongly recommended.

It is stated that the board of managers intends to apply to the Legislature for an appropriation to remove the cells from some of the dormitory halls, and thus to change these into open dormitories, for occupation by inmates, as a reward for good conduct. Believing that this would be a desirable change, and an aid to reformation, your committee recommends a sufficient appropriation by the Legislature for this purpose.

#### STATE INDUSTRIAL SCHOOL, ROCHESTER.

The State Industrial School was found in a very satisfactory condition, and there were many evidences of humane and intelligent management. The superintendent resigned during the year, and one of the officers of the institution has been appointed acting superintendent in his place.

The noteworthy features are the excellent system of trade schools, in whose classes the boys are taught a variety of useful and skilled educational industries, which prepare them for self-support in remunerative employments on leaving the institution, and the military discipline of government for the male department. The acting superintendent was formerly an officer of the National Guard, and under his direction the institution has been brought to a high state of efficiency as a military school. The inmates are called cadets and their officers are chosen from among them. The results of the military



training, and of the calisthenic exercises which are given in connection therewith, are apparent in the improved bearing and general appearance of the boys.

High stone walls separating the different division yards have been taken down, as unnecessary, and the morale of the school is now such that although its inmates are committed as juvenile delinquents, it is not found necessary to lock any of them in their rooms at night. The graduating building for boys, which has long been finished, but never used as such, is being prepared for occupation; furniture has been purchased, and it will shortly be in use, and still further increase the means of classification in the school buildings. The drill-hall, completed at the close of 1891 by a special appropriation of \$25,000 from the Legislature, supplies a pressing need of the school, and it is one of the finest halls in the State. Its dimensions are 100 x 300 feet and in its construction the stone boundary walls twenty feet high, which form the sides of one of the division yards, were utilized at a considerable saving of expense. The buildings have all been wired for electricity, and will shortly be lighted by the incandescent system in place of gas.

The inspection of the school was highly satisfactory to your committee, and its management is such as should commend it to the confidence of the people of the State, and insure its liberal maintenance and support.

All of which is respectfully submitted.

WILLIAM R. STEWART,

*Commissioner.*

NEW YORK, *December* 19, 189*6*

## I.

## STATE REFORMATORY, ELMIRA, N. Y.

Established 1876.

Superintendent, Z. R. BROCKWAY.

Inspected June 15, 1892, by the President of the Board and  
Commissioners Stewart and Walrath.

Census on that day :

General officers and office clerks . . . . .	10
Mechanical and trade instructors . . . . .	22
Police and disciplinary . . . . .	11
Guards (day and night) . . . . .	30
Domestic supervisory . . . . .	20
	<hr/>
	93
	<hr/> <hr/>

Prisoners . . . . .	1,405
	<hr/> <hr/>

The prisoners were graded as follows :

Upper first . . . . .	315
Lower first . . . . .	616
Second . . . . .	474
	<hr/>
Total . . . . .	1,405
	<hr/> <hr/>

This in an increase of 253 prisoners since the last inspection by this committee, November 22, 1890, and the prison population has, at times, reached 1,450.

The north wing extension of the prison building was completed early in 1892, and first occupied in February. It contains 504 cells, the same number as originally provided in the reformatory as at first established. The work upon the structure was done by the prisoners, and is substantial and good. The great size of the hall produces an imposing effect upon the visitor. For this extension \$200,000 were appropriated by chapter 408 of the Laws of 1890, and the work was completed at a cost of about \$150,000. The Legislature of 1892 reappropriated the \$50,000 so saved for the erection of a



new shop building at the end of the north wing, and this building, which will also be used for trade and evening schools, was found to be under roof and finished, except the painting. It is a three-story building, and will provide 40,000 feet of floor room. The top floor will be used for drawing classes; the second floor for carpenters' classes, etc., and the ground floor for a further extension of the trade classes, and it is expected that the building will be occupied within a month or two.

By the use of prison labor and economy, the superintendent stated that a sufficient saving will probably be made from this appropriation of \$50,000 to add a story to the domestic building in the prison yard, and possibly to provide a drill-hall, which is greatly needed.

The upper first-grade prisoners have the privilege of taking their meals together in a dining-room on the ground floor, and they were seen at dinner. The men presented an intelligent, neat and healthy appearance, but the room was greatly overcrowded by the 315 men seated at the tables. This room, which answered its purpose fairly well when the reformatory contained 800 or 1,000 prisoners, has now been outgrown, and a new and better dining-room for the upper-grade men is greatly needed. The room was not only overcrowded, but was dark in places and poorly ventilated. Your committee would recommend a reasonable appropriation for a new first-grade dining-room.

In addition to first-grade prisoners in this room, there was a special diet class of invalid second-grade men seated by themselves at one of the tables.

Your committee visited the shops in turn, and also the trade classes at work in the forenoon. As a rule the prisoners were in charge of upper first-grade prisoners in the shops, which presented their usual appearance of human bee-hives; passing through them, the men were seen at work lathing and plastering, bricklaying, stonecutting and polishing, blacksmithing, soldering, pattern making, carpentering, woodcarving, bookbinding, printing and sign painting. Machinists were also at work. Other prisoners were making paper boxes, working in the truck department, or in the barber shop. Classes were also being instructed in hair cutting and shaving, drawing, woodturning, etc. The

umbrella making industry has been temporarily given up. In the iron foundry other prisoners were at work. They pour every day from 24,000 to 30,000 pounds of iron. The hardware shop presented a busy scene; also the furniture shop, in which well-made sofas and sideboards were shown. In other departments upholsterers and varnishers were at work. An interesting feature of the industries is the boat building department, which may soon have to be discontinued on account of over-production and the large amount of stock on hand. The men were at work, however, completing orders, and several beautifully finished canoes, St. Lawrence rowboats, naphtha launches, etc., were inspected. In answer to questions the superintendent stated that properly subdivided, forty-two or forty-three separate industries were then being taught in the State reformatory. The clothes and boots worn by the prisoners are also made there.

The lecture hall has been enlarged during the year by lateral extension of the former hall and the addition of a gallery, and provides seats for 1,650. The seats, made of cherry wood with cast-iron backs and frames, were made in the prison at a cost of one dollar each; they are fastened to the floor and fold. The hall is well lighted by large windows and has good cross ventilation. The aisles are carpeted, and the seats, rising in tiers above each other, are so arranged as to allow an uninterrupted view of the platform from all parts of the hall; the walls and ceilings were painted and frescoed by prison labor. At night the hall is lighted by electricity; it was first used in February, 1892. At the time of our visit a class of several hundred prisoners had assembled for the monthly examination in physics under the instruction of Professor J. R. Monks, who has been for many years an instructor in the institution. Printed examination papers containing sixteen questions were distributed to the men, who were allowed an hour within which to write out the answers, which in part formed the basis of their grading for the following month, as in determining this, the work in the shops and in the schools, as well as their conduct, is considered.

The gymnasium was next visited, and the physical culture class was seen there at work under the charge of its instructor. Ladders, weights, rings, parallel and horizontal bars, a punch



bag, and a horse for jumping, were in use. Other prisoners were having military drill by companies in the yard; they drill three hours twice a week, and in addition to this have a daily dress or evening parade; the drill was strictly in accordance with the new tactics adopted for the United States army. The company officers were prisoners of the upper first grade; two regiments of seven companies of 100 men each, it was stated, were being organized; this would put 1,400 men in line. Dress parade took place at 4 P. M. A number of spectators from outside, including ladies and children, were present; the superintendent stated that those to whom no objection could be made were always admitted to view this ceremony on permission being requested, and that on Decoration day about 750 spectators were present. The prisoners assembled in companies and formed in line eleven to twelve hundred strong. Their number was so great and the size of the prison yard relatively so small, that the line had to be turned so as to fill three sides of the yard and was continued along the walls of a building projecting in it, the men facing five different ways, and your committee thinks they could not all have been seen from the reviewing officer's post. The men wore their usual prison dress, which is different in each grade, and had also white cross and waist belts. They carried Quaker guns, which it was said weighed six pounds. The upper first grade men had the right of the line, the lower first the middle, and the second, formerly third grade, the left. The usual dress parade was very well done, and fair music was played by the reformatory band, which marched past in good style while the regiment stood at attention. The evening gun was fired from a brass field piece, and the companies left the ground in double time in company fronts in excellent order.

Every prisoner committed to the State reformatory is examined by a physician, and assigned to work at some trade or industry adapted to his physical strength, inclination or aptitude. The variety of trades taught is great. Your committee inspected the men at work in some of the shops; time failed to visit them all. In answer to the question as to how the prison population on that date, June fifteenth, was employed, the following statistics

in tabular form were promptly furnished, and in their detail and perfection illustrate the accurate and scientific methods used in the management of the reformatory. The table furnishes much additional information, which it is not deemed necessary to give. The assignments to work follow in the order which they were given.

State manufacturing: Hardware finishing, 116; packing case, 3; paper box, 7; Swedish novelty, 58. Trade class (productive and instructive): Baking, 6; boat building, 45; bookbinding, 16; brass finishing, 16; brass molding, 4; cabinet making, 83; hardwood finishing, 27; varnishing and staining, 14; moulding, 128; printing, 34; shoemaking, 20; tailoring, 48; upholstery, 29; woodcarving, 12; woodworking (machine), 6. Trade class (instruction): Barbering, 15; bricklaying, 25; carpentry, 14; carpentry, brass, 10; sign writing, 10; horseshoeing, 8; iron forging, 8; machinists, 28; music (band) 33; pattern making, 2; plastering, 9; plumbing, 9; steamfitting, 5; kindergarten, 18; stonecutting, 7; tinsmithing, 11. State mechanical duties: Blacksmiths, 14; carpenters, 8; engineers and plumbing, 8; machinists, 2; screens, 2; painters and glaziers, 3; paving, 7; tinsmiths, 6. North wing extension: Steamfitting, 2; stonecutting, 4; painting, 14; mortar box, 1; ironwork, 2; carpenters, 9. Industrial building: Excavating, 6; laborers, 10. Domestic building: Bricklaying, 17; masons, 11; carpentry, 9. Prison duties: Boiler and dynamo, 4; domestic building, 29; farm, 4; garden and lawn, 9; halls, north, 21; main, 33; south, 27; laundry, 17; office clerks, 20; business office, 11; photographer, 1; switch, 2; trade school laborers, 5; yard, 15. Special duties: Awkward squad, 47; messengers, 18; monitors, 16; physical culture, 48; new, 15; unassigned, 45; total, 1,406.

Your committee was present in the office on the guard-room floor during the superintendent's interview hour. Any prisoner can see the superintendent in person at this time upon requesting to do so, and about forty men, formed in line outside the office, were admitted one by one and made their statements privately to the superintendent. Most of them were requests for transfer from one shop to another or complaints of unfair marks. The superintendent took notes of each complaint or request, and



stated to your committee that his custom was to dictate a letter the following day, after investigation, to each complainant, disposing of the matter in one way or another.

It was stated that in the number of the officers and instructors of the institution there were included nearly forty-five parole prisoners, and that about 200 prisoners act in the capacity of instructors in the schools of letters and of mechanical arts, as monitors, patrolmen, guards, etc.

The general health of the prisoners for the year ending September 30, 1892, was good; 143 cases were treated in the hospital, against 124 in 1891. The deaths numbered sixteen, of which seven were of tuberculosis; influenza was prevalent in the early spring, and three deaths were due to this. On the date of inspection sixteen patients were confined in the hospital, of whom nine were convalescents. Four cases of insanity occurred during the year, two of mania, one of melancholia and one of paronaia.

The year 1892 has witnessed several additions to the buildings of the reformatory. The old auditorium was completed and thrown open in January for use by the school of letters and Sunday lecturers; the north wing extension, north quarters chapel, and ventilation galleries were completed and opened during the month of May, and are in active use; the new industrial building, erected and paid for from the money saved through the labor on other buildings of the inmates of the reformatory trade classes, was completed in September and immediately devoted to the use of the school of mechanical arts; a two-story addition to the domestic building was commenced in July and is rapidly approaching completion; work upon the foundations of the new drill-hall has been completed, and the brick-work upon this was commenced toward the close of the year. For the erection of the addition to the domestic building and the the drill-hall the Legislature of 1892 reappropriated \$50,000 of unexpended moneys; it also appropriated \$150,000 for maintenance. For the fiscal year ending September 30, 1892, the earnings of the reformatory incidental trades teaching amounted to \$40,019.72, which is somewhat in excess of the sum realized in 1891. The cost of the reformatory to the State was \$158,434.63, an increase

of \$12,783.91 beyond the requirements of 1891. This is increased by the increased average number of inmates.

Since the inspection of the reformatory in June the cane-seating industry and the manufactory of clothing have been introduced. Twenty workmen are employed on the former and forty on the latter trade.

In answer to inquiries as to the prison population at the close of the year, the superintendent writes that December fifteenth there were in the reformatory 1,447 prisoners, an increase of forty-two since the inspection in June. Of this total there were in the upper first grade 363, in the lower first grade 701 and in the second 383. The maximum population was reached in the early days of May, when the count was 1,506. Relief was extended by the Superintendent of Prisons in the way of transfer to other prisons of 200 unpromising inmates during the months of May, June, July and November. Had these transfers not been made the number of prisoners in the reformatory September 30, 1892, would have been 1,639, or December fifteenth, 1,647. The total number of cells is now 1,250, and nearly all of the 363 upper first grade men are of necessity doubled up in couples or triples in the cells. Not more than 100 of the other prisoners are without cells to themselves, and the reformatory is suffering greatly from the evils of overcrowding. The superintendent states that at the present rate of influx the reformatory will have to provide for 1,700 men before the expiration of the year 1893.

In answer to inquiry as to what appropriations, other than for the current and ordinary expenses of the reformatory, its managers intended to ask of the Legislature of 1893, reply is made that the following will be asked for:

1. An appropriation of \$200,000 for the erection of a wing on the south side similar to the one erected last year on the north side.

2. Thirty-five thousand dollars for the construction of a railroad connecting the reformatory with the main lines.

3. For water supply and enlargement of reservoir, \$8,000.

4. For deficiency in maintenance appropriation of 1891 and 1892, \$24,085.35.



II.

HOUSE OF REFUGE FOR WOMEN, HUDSON, N. Y.

Established 1881.

Superintendent, Mrs. SARAH V. COON.

Inspected December 20, 1892, by Commissioner Stewart.

Census on that day:

Officers .....	23
Teachers .....	4
Employes .....	6
	<hr/>
	33
	<hr/>
Prisoners.....	290
	<hr/>

All the officers and teachers are women; the employes are men, who work about the grounds, the engine, etc. The prison population was divided as follows in the different buildings: Prison, 137 and 2 babies; cottage No. 1, 27; cottage No. 2, 27; cottage No. 3, 27; cottage No. 4, 27; hospital, 25 and 9 children; main building, 20; total, 290.

The assistant superintendent, the superintendent being absent at the time, stated that the general health of the inmates during the year had been very good. There were six cases of measles in cottage No. 1 in September, which were transferred to the hospital, but there was no epidemic; two deaths occurred, one of consumption and the other of some inflammatory disease.

The main building was first inspected. This contains the offices of the institution, class-rooms and sewing-rooms for the inmates of the cottages and hospitals, those confined in the prison not being allowed to leave that building, and twenty single rooms for inmates shortly to be paroled. The morning class in the advanced school-room was first seen. The class consisted of thirty-one members, but several were absent. In answer to inquiries, twelve said they had been in the institution two years; ten had been there three years, and two had been there four years, all between one and four years; nine were over 21

years of age; all were born in America, three of German and fifteen of Irish descent. The teacher seemed very young and delicate for such a class.

In another class-room thirty-six women were seen assembled; nine were over 21; all but two more than one year in the institution, seventeen more than two years, nine more than three years, one more than four years and one more than five years; a very young female teacher in charge. In an adjoining room twenty girls were assembled in sewing class, making their own clothes. Some inmates are in school while the others are in sewing class. The class-rooms and sewing-room were clean and pleasant looking, and the inmates appeared neat and healthy, but there were evidences of lack of discipline among them.

The secretary of the board of managers of the institution, hearing that a member of the State Board of Charities was inspecting the institution, came there at once and courteously accompanied your committee from this time on as the buildings were visited.

The sleeping-rooms of the inmates of the main building are on the upper floor, ten rooms at each end of the building, opening all from central halls. At the time they were visited their inmates were in their rooms or in the hall. No one was in charge of them, and they were talking to each other without restraint and passing from room to room. The assistant superintendent, who preceded us, was heard to complain that the halls were dusty and not well swept, which was a fact, and one of the inmates was heard to answer her impudently, she not being aware, it is assumed, that the inspector was approaching.

The prison building, which is at the other end of the quadrangle formed by the buildings of the House of Refuge, was next visited. Mrs. Coventry was the matron in charge. The inspection was from the top floor down. The prison is heated by steam, and on this, as on former visits, was too hot for health or comfort. The corridors and halls and the cells, as a rule, were found in good order, neat and clean. The prisoners were inspected in their cells; some were sewing, others reading or learning their lessons, and many sitting idle. On inquiry, these said that this was because they had nothing to do. The



matron of the building accompanied the inspector in his tour about it. No officer was found in charge on the top floor, nor on any other of the floors. The prisoners were not under observation of any kind, although most of them were locked in their cells. The matron said this was because all the officers were at dinner at that time; she made no answer to the question as to why some of these could not dine at one hour and others when the first had finished, as this would leave some officers free to attend to their duties at all times on each floor.

All the buildings were overcrowded. Every cell in the prison was occupied at the time and prisoners were sleeping in rooms formerly used for other purposes. Eight were on the top floor seated in a small recreation-room. The door was locked on the outside and no one was in charge of the girls or within ear-shot on our approach; the prisoners' beds were around the walls of the room and they were seated on these or on chairs, some sewing, others doing nothing.

On the second floor two prisoners sleep on beds in a corridor between rows of cells under observation from both sides.

On this floor in a small room, formerly used for some other purpose, four inmates were seen seated on three beds which crowded the room. The door was locked from the outside at the time of the visit — a wooden door — as was the case in the other rooms, so that the women were not under observation. On inquiry of the women, they said that all four occupied the room, and two of them said that they slept together in one small single bed. One of these was a large woman. Turning to the matron, your committee asked if there were unoccupied beds in the institution. The matron said: "Yes; in the store-room." Your committee then stated that under the circumstances he considered the use of this room for four persons, and especially the fact that two of them should sleep together in a single bed, was disgraceful and highly discreditable to her and to the institution. This was in the presence of the secretary of the board of managers, who, by his silence, assented to the statement.

On the ground floor of the prison two young babies were seen with their mothers in their cells, and in the corridor which contains the dark punishment cells, of which there were four or five

on each side, it was found that two other inmates slept in beds placed in the hall. Another evidence of bad management, for these dark cells should be used only for punishment, and by the most vicious of the inmates, as the doors are solid iron, with apertures not much larger than those in letter-boxes; and yet in a corridor not used as a passageway by any officer, between two rows of these punishment cells, two women, whom it was not found necessary to confine in cells, were allowed to sleep and to pass their leisure hours.

The administration of the prison building is highly discreditable to the matron, to the management, and to the State, and your committee has no hesitation in recommending that the matron should be discharged as incompetent and a younger and more competent person found to fill her place. It is a most responsible position, and useful or harmful in a great degree.

The hospital building, which is near the prison, is a one-story frame structure having a central hall and two wings extending from this on either side, each having twelve rooms for inmates. It provides accommodations for twenty-four. At the time of the inspection there were twenty-five, every room being occupied, except one kept empty for emergencies, necessitating doubling the inmates in three rooms. Nine young children, all said to be under 2 years of age, were also occupants of the hospital with their mothers. The building was found in good order and is admirably adapted to its purposes. The overcrowded condition of the institution, however, renders its present occupation dangerous to the health of the inmates. In case of an epidemic or of the occurrence of contagious disease there would be great danger of its spreading, as the buildings do not provide room for isolation. The hospital is a building complete in itself, having its own kitchen and other conveniences for housekeeping; the matron or nurse in charge has occupied her position for several years, and seems to be a competent and suitable person for the discharge of its duties.

The four cottages, which are situated on opposite sides of the quadrangle, of which the administration building forms the front and the prison the rear, were all inspected, and, as a rule, found in good order and repair, a matron in charge of each, intended for



twenty-four inmates, twelve on a floor, who are each provided with a single room. At the time of the inspection each contained twenty-seven. In the plan of the reformatory these cottages were provided for occupation by inmates who had shown good conduct in the prison building, and as intermediate between their confinement in its cells and the greater privileges of the graduating building. They are numbered from one to four, No. 1 ranking highest. Promotions are from cottage to cottage, but the overcrowded condition of them must hinder the usefulness of the institution by preventing transfers in the way of promotion, or for punishment at the proper time. In each cottage rooms formerly used for other purposes are now occupied by the inmates. A pressing need of each cottage is, and has been from the beginning, a basement and two-story extension in the rear opposite the entrance door, to furnish a sewing-room or place of assembly for the inmates of each floor; on this visit, as on former occasions, they were seen gathered in groups by the windows at the end of the narrow halls, no other place being provided for them, and in these halls the supervisors of the cottages stated they were obliged to hold religious services.

The Legislature of 1892, by chapter 324, appropriated \$50,000 for the maintenance of the institution and for the transportation of the prisoners, and by chapter 356, \$10,000 to be expended under the direction of the board of managers, for the erection of a boiler-house and coal-house.

The overcrowded condition of the House of Refuge calls for immediate relief. This could be obtained (1) by calling the attention of the courts to its overcrowded condition, so that where practicable commitments might be made to another institution, until, by discharges, room for new commitments had been made in the institution. (2) By the erection of two other cottages; there is room for these between the prison building and the cottages nearest to it, but this would not give relief for a year. (3) By the speedy completion and opening for the reception of inmates of the Albion Reformatory.

The third method of relief seems preferable, but any would be better than a continuance of the present congested condition of the institution. Your committee feels compelled

to state that the active management of the reformatory is not intelligent and satisfactory, and from repeated visits believes that it will not realize the objects of reformation for which it was established, unless a change is made in the superintendent and matron of the prison. The defects are obvious to any person accustomed to the inspection of reformatory institutions. They may be briefly summarized as (1) bad discipline, especially in the prison. (2) A want of a proper industrial system; the inmates have much idle time and no set tasks. (3) A want of a proper system of promotions from building to building, and of an assigned time to be spent in each.

Under a different and improved active management it would not be so difficult for your committee to recommend increasing the size of the reformatory; its present population already overtaxes the powers of those now in charge of the institution.

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### III.

#### HOUSE OF REFUGE, RANDALL'S ISLAND, N. Y.

Incorporated 1824.

Superintendent, O. W. LOWRY, Lieutenant United States Navy.

Inspected October 26, 1892, by Commissioner Stewart.

Census on that day:

Officers .....	5
Teachers .....	14
Employes .....	24
Total .....	43
Boys.....	449
Girls.....	62
Total .....	511

Since the last inspection of this institution by your committee there has been a change in its management. Mr. Israel C. Jones, who had been for many years its superintendent, resigned his



office in April of 1892, and the assistant superintendent, who had filled his office for many years, Mr. Silas A. Brush, also resigned. The board of managers appointed to the position of superintendent Lieutenant O. W. Lowry, of the United States Navy, who has received a leave of absence from the Secretary of the Navy, and has provisionally entered upon the discharge of his duties as superintendent. This gentleman has served for twenty-four years in the navy, has had experience in the management of boys in the naval service, and his training would seem to be such as should fit him to fill the responsible position to which he has been called in the House of Refuge; his appointment dated 8th of April, 1892. Mr. C. W. Manchester, for several years employed as a teacher in the boys' school, has been appointed first assistant superintendent. This place and that of principal have been merged, Mr. Manchester filling them both, Mr. E. H. Hallock, who had been many years principal, having resigned.

Your committee in making his inspection of the institution was accompanied by the new superintendent.

At the time of the inspection there were 329 boys in the first division and 120 boys in the second division.

The first division boys were seen at dinner in their large hall. The meal consisted of beef, sweet potatoes and beans. The hall contained twenty-eight tables. Stationing himself at the door by which the boys left the room in columns of twos, they were closely inspected, and presented a healthy, clean and cheerful appearance; eyes, skin and heads all in fine condition, as a rule; their clothes rather worn and shabby, but not ragged, and suitable for working clothes, which they were. The second division dining-room contained sixteen tables and is used by the larger and worse boys, of whom there are 120. A new ice-box about ten by twelve and ten feet high and subdivided in divisions, one for butter and eggs, etc., and the other for meat, has recently been put in a position sheltered from the sun in the storeroom. It is of excellent workmanship and design and an average temperature of under forty degrees is said to be maintained in it with little waste of ice.

In passing through the covered play-room building some boys of the awkward squad were seen receiving instruction in military

drill from an officer employed for that purpose. All the boys now receive military instruction, and twice a week or more turn out in two battalions in the two division yards. The gallery constructed three years ago at one end of the play-room building, and containing two rooms, reached from each division play-room by separate stairs and intended for a library, but never used, is now being fitted up as two club-rooms for use of the boys' divisions. Some boys were at work inclosing the stairs with Georgia pine two-inch boards, and they had constructed benches around the walls of the two rooms and made the book-cases in them. The superintendent stated that these rooms would shortly be occupied; that \$200 worth of books, carefully selected, were ready to be placed in the libraries, and that dominoes, checkers and other games would be introduced for their amusement. Admission to the privileges of the club-rooms would be a reward for good conduct and work in the shops. The boys' daily task was arranged so that by diligent application to work it would be possible for them to finish it about 2 o'clock, in which case they would be free to use the club-room until 4.45, when they assembled to go to supper. The painting in the club-rooms was also done by the boys, and, as in the case of the carpentering, was very creditable. A large double door separates the two club-rooms of the different divisions, which can be used as one room, if needed. In the play-rooms "class of honor" rolls, framed, were observed. That for the first division, which contained at the time 329 boys, had 189 names inscribed. These "rolls of honor" were introduced October 15, 1892, are prepared weekly, and are said to have an encouraging effect upon the boys, who try by good conduct and good work to have their names enrolled upon them.

It has been the custom to bathe the boys in large tanks in the wash-room of the two divisions, a large number of boys using the tank at the same time. A new arrangement is now being introduced in the wash-room of the second division, and, if found successful, it is expected to introduce it also in that of the first division; the tank has been removed and a pan about eight inches deep, ten feet wide and fifty feet long has been constructed in the floor, and pipes for shower baths carried over this; water heated by steam has been brought into the wash-room and the



arrangement of pipes will be such that from fifty to 100 boys at a time can receive a shower bath, the temperature of which can be regulated as may be desired; the pan is drained in two places. This system is a great improvement upon that formerly used of associate bathing in a tank. The facilities for bathing have been further improved by the construction of a swimming bath in the East river. This is of simple yet ingenious construction and merits description. The institution owns considerable land outside of the walls. Passing through the rear gate in the wall a walk of about 200 yards leads to the water's edge. The superintendent explored the shore and discovered a suitable place for the construction of a swimming tank. To reach this place it was necessary to build a path across a swampy piece of land, and the boys did this, laying a cinder path about eight feet wide on a stone foundation for a distance of about 100 feet. On either side of this path wooden benches were erected, which the boys used to undress and dress; a picket fence was constructed on the river side of the tank, allowing for the ebb and flow of the tide, a tank fifty-two feet long by twenty-eight feet wide dug, the bottom and three sides boarded so as to keep it clean and furnish good footing, and the bottom inclined so as to give a depth of from four to six feet. All this work was performed by the boys, and the total expense, which was mainly for lumber, was given at sixty-two dollars. The superintendent stated that the privilege of swimming daily for a week was extended during the summer months, up to October first, to all the boys in the institution who for the previous week had received no bad marks; 168 boys have earned this reward and been taken for a swim at one time under guard only of the superintendent. It will be remembered that the bath is outside of the wall of the House of Refuge, and it is creditable to the management that the morale of the boys is such that this liberty can be safely extended to them. It is also gratifying that the natural advantages of the site of the institution have been discovered and utilized and the boys allowed the healthy enjoyment of swimming instead of being bathed in the tanks in the wash-rooms as has been the custom until this time.

Upon inspection the dormitory halls were found clean and well ventilated, the cells in good order, the beds with sufficient bedding;

the boys' dark blue suits, worn on Sundays and holidays, were hanging in lockers. Some sixty of the small boys sleep in an open dormitory on the top floor; they are under the supervision of a night watchman, who remains in the room. The infirmary is a pleasant room, made cheerful by growing plants and pictures. At the time it contained ten boys, of whom three were in bed, two suffering from fever consequent upon vaccination, and the third from a sore knee; the other boys, seated about the room, were also suffering from vaccination, all the inmates of the institution having recently been vaccinated. The nurse in charge of the infirmary has been several years employed in that capacity. It was stated that the general health of the inmates of the institution, for the year, had been good; there was a slight epidemic of measles in June, about thirty cases, and two deaths, both of consumption.

The boys were all seen at work in the shops, beginning with that on the first division side. A large room on the ground floor contained twenty boys at work in pressing and packing stockings made in the other shops; about a dozen young women employed by the institution were also at work in this shop; the superintendent stated that the hours of work were from 9 to 10.30, 10.45 to 12, 1 to 2.30 and 2.45 to 4.20, about six hours. On the second floor of this shop building eighty-five small boys were at work. Most of them, seated on low benches, were sewing the final seam of the stocking; the little fellows were in their shirt sleeves, their coats hanging on pegs around the room; on an average they seemed about 11 years old; about twenty of this number were cutting and tying stockings and helping about the room. Seven young women were working on machines in this shop. The air was close, but it was stated that many of the boys were feverish from vaccination, and that there was danger in letting in much cool air. The top floor of the first division shop presented a busy scene. One hundred and thirty boys were at work at the stocking-knitting machines in charge of two officers. On inquiry they were found to be mostly between the ages of 14 and 17; as a rule they were diligently at work and presented a healthy and cheerful appearance; the officer in charge said that they



were kept busy and gave him no trouble. The first division shop is entirely given to the stocking-knitting industry.

The second division shop in the second division yard contains, on the ground floor, the printing shop, in which thirty boys were seen at work under the direction of a foreman and assistants employed as instructors. The reports of the institution are printed in this shop, and a monthly paper published, which is called "The Bright Side;" this is edited by the officers. Some job work is also done for firms in New York city. The printing shop was started in 1887, with five boys, and has been gradually extended to its present size. The foreman said that good places were found for many of the boys from this shop as printers, when they left the institution, and that he knew where to find ten or a dozen of them now at work, if need be. The presses, type, etc., belonged to the institution and were worth about \$4,000. The carpenter's shop takes up the remaining part of the ground floor of this building. Fourteen boys are taught carpentering, but at the time the shop was empty, the boys being at work about the club rooms and elsewhere; samples of their work shown were creditable; recently they made book racks for use in the chapel; during the summer they had also built a scow for transportation of freight across the river, and this was subsequently seen; it is twenty-five feet long by twelve feet wide, drawing three feet of water, and has proved very useful; it has been named "Grace," in compliment to the captain of the steam tug "Refuge," who has been in the service of the institution for many years. On the second floor are the tailor shop and shoe shop. The former contains fourteen boys, who make all the clothes worn in the institution, the everyday, military, and also the going-out suits. Samples of the work shown were good. The military suits of the first division are trimmed with red, and those of the second division with blue. All the sewing is done on machines, of which six were in use. A low partition separated the tailor from the shoe shop, which has just been started; two boys were at work in mending shoes under the instruction of a shoemaker; the machinery for this shop had been purchased and some of it was in place; five other boys had been selected for instruction in this trade, and the boys in the

carpenter shop were at work making benches for them. A store-room adjoining, which occupies half of this floor, might well be used for the introduction of other trade instruction for the boys. The top floor was occupied by sixty-one boys at work in knitting stockings on machines. They were the older boys and most troublesome, but looked alert and pleasant, and it would have been difficult to pick out a criminal-looking boy among them. The superintendent stated that twenty-six boys were employed in farm work and horticulture, and that a considerable amount of cut flowers raised by them in the greenhouses was sold.

In the office of the institution record is made in two large folio volumes of the punishments inflicted in school and out of school. An examination of these records is interesting and is some indication of the morals of the boys. It has been his opinion, expressed in previous reports by your committee, that the number of the punishments recorded as administered would seem to have been excessive and to show an unruly, turbulent, dissatisfied condition among the boys, and the experiment of diminishing the number of these punishments has been recommended to be tried. The books show that for several years the falling off in recording punishments has been considerable, and the statistics from January 1st to October 16, 1892, and for the same period of 1891, are full of encouragement to those who advocate corporal punishment only in extreme cases, or where other punishments have not accomplished the desired reform. For 1891, during the period named, the punishments in school recorded amount to ninety-five, and in 1892 to sixty, of which number but thirteen were administered under the present superintendence of the institution, which commenced April last. The punishments recorded as inflicted out of school for the same period, nine months and a half, amount to 496 in 1891 and 354 in 1892, but since April of 1892 they amounted only to 111, a very satisfactory showing.

The House of Refuge is supported by an annual appropriation made by the State Legislature. In 1892 it amounted to \$110,000.

The inspection of the institution here reported has been encouraging to your committee. Its weak point continues to be the industrial system in the boys' department, which is not exten-



sive or varied enough. From the notes taken in the shops it appears that 296 boys were employed in the manufacture of stockings, and but eighty-six on all other trades; the stocking-knitting industry is not classed as educational, but productive, and it would be better were the figures reversed, as there is little outside demand for the labor of young men on stocking-knitting machines. There is an opportunity extended the management of the House of Refuge to teach a useful trade to each boy committed to its care, and it should be seized, and each inmate sent back into the world with a knowledge of a useful trade in which he can earn self-support. The comprehensive system of industrial training now and for several years past given at the State Industrial School at Rochester, a similar institution, and for a similar class of juvenile delinquents, is elsewhere recommended in this report, and should be introduced in the House of Refuge on Randall's island.

The general health of the inmates of the institution for the year to date has been good as a rule. There were no epidemics except a few cases of measles in the spring, which were of short duration. There have been four deaths, all boys — one of pneumonia, one of double pneumonia, one of peritonitis and one of tuberculosis.

The practical operation of the Freedom of Worship Bill is said by the acting superintendent not to have been attended with any trouble beyond the additional work entailed upon officers and teachers. The first mass was said on Sunday, October 23, 1892, and was attended by 179 boys; the religion of the parents of the inmates was ascertained from the histories of the inmates which are prepared when the commitments are made. On Sunday mornings the boys of Catholic parents are now called out and proceed in military order to the chapel, where they attend the Catholic service from 9 to 10 A. M. The other boys assemble meantime in the school-rooms, and at 10 A. M. they go to the chapel, the Catholic boys returning to the school-rooms. This double system removes all cause of complaint by the parents and relatives of Catholics committed to the House of Refuge, and is the system which has been in successful operation for many years at the State Industrial School.

## FEMALE DEPARTMENT.

Census, 26th October, 1892 .

Officer . . . . .	1
Teachers . . . . .	2
Employes. . . . .	9
	<hr/>
Total. . . . .	12
	<hr/> <hr/>
Girls. . . . .	62
	<hr/> <hr/>

At the time of inspection the inmates were assembled in their class-rooms. That first visited contained twenty-six, of whom eight girls were in the sixth or highest grade, seven in the fifth, and eleven in the fourth grade. These girls presented a neat and healthy appearance; on inquiry it was ascertained that two of them had been three years in the institution and eleven of them for two years. Only three of these girls were committed from the city of New York, the others coming from Brooklyn, Poughkeepsie, Long Island and other parts of the State. Four of the girls were 18 years of age, seven 17 years old, ten 16 years old, and five gave their age as 15. Three hours and a half daily are spent in school. The lesson at the time was writing in copybooks, and some of the scholars had drawn designs in chalk of several colors on the boards very creditably.

The first, second and third grades are taught in another class-room, and twenty-nine girls were assembled in this, of whom seven were in the third grade, eleven in the second and eleven in the first. They gave their ages as follows: Four as 16, six as 15, six as 14, two as 13, four as 12, two as 10, one as 9 and one as 7. Three did not know their ages. Of these girls only three stated that they had been in the institution as long as a year. The lesson consisted in reading simple words from a chart.

Accompanied by the matron your committee inspected the building and found it in good order and repair. The halls, dormitories, dining-room, kitchen and closets were clean and the housekeeping apparently good. The clothes closets were well stocked; the matron stated that the girls made all their own clothes and the shirts worn by the boys, also the bedding used in the institution, and that they were employed in washing, ironing, cooking, and in house work generally, and also that



there was a cooking class for their instruction. The health of the inmates has been good during the year; there have been a few cases of measles, but no deaths or serious illness; at the time of this visit one girl was confined to her bed in the infirmary with bronchitis. The matron stated that mass was held for the first time in the institution on the previous Sunday; that nine girls attended it, and that there was no trouble.

In the wash-room the tank which has been formerly unfavorably reported upon by this committee as unsuitable for bathing the inmates, was still seen in its place. The matron stated that it was her intention to request the board of managers of the institution to remove it and to have substituted some individual bath tubs, of which about ten would seem to be ample. Your committee has written a letter to the board to reinforce this application.

The female department of the House of Refuge has a capacity, according to the statement of the matron, of 216 beds, and with but sixty-two inmates it is not much more than one-fourth full. There has been a steady decrease in the number of inmates and the management of the institution might well consider the advisability of closing the female department and of receiving in it a third division of boys, or should it be thought best to continue the female department of the House of Refuge, to have commitments to it made in sufficient number as to avail of the facilities provided by the existing building.

The records of the institution show the number of inmates of the female department October first, since 1880, as follows: 1880, 128; 1881, 114; 1882, 117; 1883, 107; 1884, 114; 1885, 117; 1886, 104; 1887, 111; 1888, 104; 1889, 82; 1890, 75; 1891, 64; 1892, 63. While the population from which commitments are made to this institution has greatly increased, the commitments have fallen off one-half, and if the present ratio of decrease is maintained, the female department will be empty in a few years.

The records show the remarkable fact that of the sixty-three girls in the institution October 1, 1892, only three, viz., No. 23,574, 24,248 and 24,407, were committed from New York city, and of these two are colored girls.

These facts deserve the careful consideration of the managers of the institution, and prompt action based thereon.

## IV.

## STATE INDUSTRIAL SCHOOL, ROCHESTER, N. Y.

Incorporated 1846.

Acting Superintendent, VINCENT M. ASTEN.

Inspected November 12 and 13, 1892, by Commissioner Stewart,  
and November 13 by Commissioner Craig.

Census on first date named :

## MALE DEPARTMENT.

Officers.....	11	
Teachers .....	22	
Employes .....	54	
	<hr/>	87
Boys:		
Primary division.....	113	
First division.....	270	
Second division.....	302	
	<hr/>	685
Total.....		<hr/> <hr/> 772

## FEMALE DEPARTMENT.

Officers.....	1	
Teachers.....	5	
Employes .....	12	
	<hr/>	18
Girls:		
Primary division.....	17	
First division.....	59	
Second division.....	56	
	<hr/>	132
Total .....		<hr/> <hr/> 150

The first inspection of the institution was made on a Saturday afternoon, and the second on Sunday afternoon and evening. On the first date the inspector found that the acting superintendent was about to take command of the boys



of the senior department for afternoon drill, and proceeded in his company to witness this. To reach the drill-hall it was necessary to cross the yard in the rear of the main building, and this was almost impassable with mud after a snow storm. It would seem advisable to have the yards asphalted, as they are used in fine weather as parade grounds and for play. The boys assembled in their division yards to march to the drill-hall, five companies in the second division yard, and four in the first division yard, about fifty in each company.

The new drill-hall was finished in November, 1891, at a cost of about \$25,000, for which a special appropriation was made; its dimensions are 100 x 300 feet and it is about sixty feet high; it has a truss and lantern roof and is well lighted by this and by side windows in the front towards the main building. In constructing the drill-hall use was made of three of the high stone walls forming in part the boundary walls of the institution and in part the division between the yards of the boys of the first and second divisions; these walls were of stone, strongly built and about twenty feet high. It was, therefore, necessary to build only the fourth side up to this height, and this was done with wood and the roof added; this resulted in a great saving of expense, and the drill-hall is one of the finest in the State. It has a double floor of Georgia pine boards, and is heated by steam; 575 lockers made of Georgia pine have been constructed by the boys of the carpenter's class along the three stone walls of the drill-hall; their uniforms are kept in these.

On entering the drill-hall the boys, about 350 in number, assembled in column of companies, opened ranks, and at the order took their coats and caps off and were drilled in calisthenic exercises, known as "the seventeen exercises" for arms, legs and chests, intended "to set them up" well, preparatory to the drill. The acting superintendent gave the orders, which were executed promptly and with much vigor; the boys exercised in gray trousers and blue shirts; the exercises were those prescribed in the new regulations for the United States army. The boys are called cadets, and by name always; the practice of calling them by numbers was discontinued several years ago; this system is commendable and must tend to foster self-respect in

the inmates. The calisthenic drill ended with the order, "Put on coats ; rest."

A battalion drill by four companies of the larger boys was then given in honor of the inspector, and was excellently well done. Movements were in column of companies, in column of platoons, etc. The advance in line by the whole battalion was admirable, as was also the execution of the order, "To rear march." The boys carried themselves well, and the step was well accentuated and easy, and of full length ; a drum marked the time. Towards the close of the drill the battalion was formed in single rank, filling the length of the hall, and advancing in line well, halted and gave the right-hand salute to the inspector. The boys were well commanded by the acting superintendent, who gave a fine exhibition of their proficiency, the new tactics being strictly followed. The other officers of the battalion and companies were boys selected for excellence in drill. An hour a day is devoted to military training. The new drill-hall is a great acquisition and most useful for the purposes of the institution ; its acoustic properties, however, did not seem to be very good.

After the close of the drill by the older boys, the primary boys marched into the hall to parade in honor of the inspection ; they wore their Sunday uniforms, consisting of dark blue coats and caps, gray breeches and dark blue stockings to the knees. Only the older primary boys paraded, thirty-two in all, and they were drilled by a captain of their own number, a boy of 11 years of age, who put them through a very pretty and comprehensive drill ; the little fellows bore themselves erect and seemed to be as well "set up" as possible ; the marching was steady, and the movements accurately executed, and your committee may truly state that he had never seen a better drill by boys of this age before, and hardly supposed so good a one was possible. "The seventeen setting-up exercises" were also gone through with, the orders for them being given from memory by the boy captain in command. The acting superintendent stated that physical culture was the first consideration and proficiency in drill was secondary. On inquiring the ages of these boys they gave them as from 10 to 13 years.



On Sunday afternoon, at 4.15, evening parade was witnessed. This took place in the second division or larger boys' yard. The boys turned out in their blue uniform suits; about 500 boys were in line, of whom 100 were from the primary department; awkward squads were noticed about the yards dressed in the gray clothes worn through the week in the school; there was a squad in each of the three divisions, and newcomers are kept in them until fit to go into the ranks. The battalion consisted of nine companies, and there was a drum and fife corps of boys. The evening parade was well done according to the strict regular army tactics now used; the marching in review in column of companies was exceedingly good. All the three drills above briefly described were highly creditable, and the cadets participating in them appeared to enjoy them as thoroughly as did the inspector.

The division wall between the second division yard and the north building, which was of stone, about twenty feet high, has been taken down and used for the foundation of the drill-hall. A power building is being erected in the second division yard by the boys; they have done the bricklaying and carpenter work, and the building is now up two stories. The laundry building, built of stone in 1891 by the boys, is a creditable piece of mason work; it is said to have cost about \$6,500; the boys built it entirely, including the truss roof. The new bath-house, which contains a large swimming tank and rooms for shower baths, supplies a need which has been long felt in this institution. On the second floor of this building is a large room intended for use as a gymnasium, but as yet without apparatus. For the present it will be used for purposes of assembly, and is reached by the stairs leading up outside the building from both the first and second division yards. This building was built by contract, and was first occupied in December of 1891; the carpenter boys, however, finished the inside of the building.

The President of the State Board of Charities and your committee attended the religious services in the chapel of the institution on Sunday afternoon at 3 o'clock. The room used as a chapel is on the third floor of the main building of the boys'

department, and is reached on either side by steep and narrow stairs; the room itself is severely plain, and its position in the building renders its use dangerous for crowded assemblies in case of fire occurring in the halls. The boys were closely inspected as they entered the room in columns of twos in military order; they appeared healthy and clean, and in their Sunday uniforms of dark blue presented an attractive appearance. They took their seats in good order on the floor of the chapel, where sixteen rows of chairs on four different elevations were provided for them; only the Protestant boys attended this service, but the chapel was nearly filled by them. The girls occupied the gallery, and were neatly dressed in navy blue dresses and navy blue sailor hats; both boys and girls marched in to the music of a military march well played by a young lady seated at a grand piano. Your committee, with several of the managers of the institution, some of the teachers of both sexes and the officiating minister, were seated on the platform. The service, which consisted chiefly of singing by the inmates, was impressive; the audience of young people were reverent and attentive; the singing was good and so hearty as to seem almost tremendous; a cornet and piano furnished the accompaniment. The Catholic boys have a service arranged for them in the forenoon.

The second division older boys were seen at supper in the dining-room of their division, an old dingy room with floors in bad repair; it has been wired for electricity, as has the whole institution, and the plant, which is being erected in the boiler-house, is expected to be completed so that the buildings can be lighted by the incandescent system December 15, 1892. This will be a great improvement and also result probably in a saving of expense over gas, which has been used. The tables were covered with white oilcloths; each boy had a chair; the meal consisted of a bowl of milk, bread, gingerbread and stewed prunes; the milk was good; one of the managers, who accompanied your committee, stated that it was tested every week by the lactometer with satisfactory results. The boys marched into the room in column of twos and formed by their tables, then faced inward and took their seats, all by military command; squads came in after the other boys were seated; the meal was partaken of in a



quiet and orderly manner. The dining-room of the first division, occupied by the smaller boys, was a somewhat larger room, and was found to be much in the same condition, the floors worn. The same meal was served the smaller boys.

The building of the primary department for boys is well planned and was found on inspection to be in good repair and scrupulously clean ; it is one of the newer buildings of the school. A new matron, appointed May 1, 1892, was in charge. There were two divisions of the primary boys and they occupy separate dormitories, which are attractive open halls ; sixty-five beds were in one and sixty-seven in the other ; the bedsteads are iron, painted white, they have wire springs, mattresses of cotton felt, good pillows and white spreads, and a chair was placed by each bed ; bureaus stand at intervals about the walls of the dormitories, and each boy has a drawer for his own use in one of these. Women have entire charge of this building, and its condition reflects credit upon them. It was stated that the two divisions of boys were kept entirely separate from each other in the house, and that their classification was mainly according to age. The supper for these boys consisted of bread, milk and gingerbread. An excellent system of closets has recently been put in. The high stone wall between the female department and the male department has been taken down.

Returning to the main building for boys, your committee went to the chapel and was present at a lecture which was given on the subject of geology by a professor engaged in the common schools at Rochester. The lecture was illustrated by lantern slides, and was listened to in the dark by the boys of the first and second division quietly, and with evident interest. The lecture lasted nearly an hour ; the acting superintendent stated that it was the rule of the school to have a lecture on some interesting subject every Sunday evening. The dormitory halls were next visited, and the boys were seen preparing for bed. Tattoo was sounded, and the boys who occupy the old dormitories, in which they were formerly locked in their cells, which are in three tiers, one over the other, stood each at his door ; the doors have been removed, and no inmate is now locked in his room in the institution. Your committee passed through this dormitory to

another, opening from it at right angles, which is called the new hall; in this the partitions which formed the cells have been taken out, and a fine open sleeping-hall thus made; to be assigned to this hall is esteemed a privilege by the boys, and they are put in it for good conduct; it contains 174 beds, of which about one-third are in a gallery which has been constructed on two sides of the hall. The boys stood for inspection, each boy by his bed, of which there were two rows on each side of a central passage-way on the floor of the hall; the beds were covered with gray army blankets which had recently been provided, and a chair was placed by each; good pillows were also provided. Your committee was accompanied by a member of the board of managers and the acting superintendent, and the inmates came to attention and the boys in command saluted on our entering the hall. In this division the boys retired at 7.45, but are allowed to read after retiring for about an hour, if they desire, and many of them had books in their hands, the institution being provided with a good circulating library. It was noticed that several of the boys kneeled to say their prayers before going to bed.

Your committee regretted that his inspections were made at times which precluded his seeing the boys at work in the shops. The excellence of the industrial training in this institution has been highly commended in previous reports to the State Board of Charities. In answer to his inquiry as to the assignments of boys for work in the shops at the time, the acting superintendent gave the following statistics from the records: Carpenters, 32; printers, 17; tailors, 33; masons, 16; machinists, 16; shoemakers, 35; pattern makers, 13; blacksmiths, 22; laundrymen, 24; bakers, 13; steam-fitters, 5; foundrymen, 19; toy carpenters, 28; clay modelers, 171; only small boys are employed in the model shops; on the farm, 16; finishing and repairing departments, 25 and 15, respectively; a total of 500 boys. Other boys are employed in the kitchen, dining-rooms, yards, office, store-room, boiler-room, or act as scrubbing gangs or as orderlies on special duty. The large number of educational industries taught reflects credit upon the management of the institution. Working hours in the shops are from 7 or 7.30 A. M. to noon.



There has been little system in the past in the compilation and preservation of the records of the inmates committed to the institution, and efforts are now being made to perfect a system from which intelligent comparisons and conclusions may be reached, so that any proper question as to the standing or history of any inmate can be promptly and intelligently answered. Some study of the excellent system of records at the State Reformatory has been made, and many of its features have been, or will be, adopted in the State Industrial School. This will correct a serious defect of the institution. On desiring to see the punishment records, the acting superintendent conducted your committee to his office, where some examination of the punishment book was made. It was stated that every offense worth noting was entered in this book, including offenses of omission as well of commission; the punishment inflicted was found to be entered in a parallel column opposite the record of the complaint; the punishments inflicted were to send a boy to the squad, to reprimand him, to send him to bed, or to send him from one dormitory to another not so desirable; the severest punishment usually inflicted is to charge time against the offender. Entries were noted of from one to five weeks thus charged, the latter being the maximum noticed. In extreme cases corporal punishment is inflicted, and the cases average about three a month in the whole institution; no corporal punishment had been inflicted for the first twelve days of November. This is the book of penalties. Another book of records, called "The Bright Side," has lately been introduced, and in this credits are entered for good actions or conduct by the boys, and credits of time given in reward. This is the other side of the account and must furnish a healthy incentive to good behavior.

In illustration of the morale of the institution at this time, your committee noticed from the windows of the office companies of boys being marched in good order through the yards from one building to another in the dark in command of officers of their own number, no guard or employe of the institution being with them.

The north building, erected several years ago as a graduating building for the boys, but never used as such, was inspected. It is

a fine building, intended to accommodate about 100 inmates, each with a separate room ; the furniture has been purchased for these rooms, and it is intended shortly to assign some of the best boys to occupy these rooms. This will provide additional classification in the male department, and relieve the main building to a considerable extent.

The general health of the boys has been excellent ; there has been nothing during the year approaching an epidemic, and but one death, of pneumonia.

The building of the girls' department was thoroughly inspected and found to be in good order and repair ; the housekeeping excellent. One hundred and fifteen girls in two divisions occupied it at the time of the visit. The classification in divisions is made mainly with reference to character, and the average time spent in the institution by the girls is two years. They are committed from neighboring counties. The youngest girl was 10 and the oldest 19. The two divisions are entirely separated in the institution life, occupying different wings of the building and yards ; they meet only for Sunday services, which they attend in the gallery of the chapel of the boys' department, and for entertainments. The girls were inspected in their sitting-rooms, and presented a healthy and neat appearance ; their dresses at the time were of navy blue flannel ; the girls make all their own clothes and spend three hours a day in school.

The building occupied by the girls contains 100 separate rooms, better furnished than is usual in reformatories ; each girl has a room to herself in most cases, but as there were 115 girls at the time, two were obliged to sleep in fifteen of the rooms, each having, however, a good single bed.

The general health in this building had been excellent for the year ; there had been no epidemics and no deaths, and at the time there were three hospital cases, two of sore throat and one of rheumatism. The matron stated that good order was usual, and that punishments were rare, generally consisting of deprivation of something liked, or of silent confinement ; corporal punishment was seldom necessary, and it had been inflicted but once since May first last ; it is inflicted only by the matron.

The census of the institution shows a decrease in the number of inmates over November 12, 1891, when it was 817, of forty-one.



This decrease is accounted for by the operation of two causes, the first the passage of the law of April 20, 1891 (introduced by your committee), preventing the commitment to the institution of children under 12, except for felony. Previously commitments were legal down to 6 years of age. The second cause, it was stated, was the greater number of paroles. For the year ending September 30, 1891, these numbered 421; for the year ending September 30, 1892, 520; had the same number been paroled in the second as in the first year, the number of inmates in the institution would have shown an increase of fifty-eight. The increased number of paroles was said to be due to the established and advanced disciplinary methods.

V.

NEW YORK JUVENILE ASYLUM.

ONE HUNDRED AND SEVENTY-SIXTH STREET AND TENTH AVENUE,  
NEW YORK CITY.

Incorporated 1851.

Superintendent, ELISHA M. CARPENTER.

Inspected November 29, 1892, by Commissioner Stewart.

Census on that day:

Officers.....	27
Teachers.....	19
Employes .....	24
	<hr/>
	70
	<hr/>
Boys:	
Primary division.....	189
Second division.....	333
First division.....	267
	<hr/>
	789
Girls.....	213
	<hr/>
Total.....	1,002
	<hr/>

The Juvenile Asylum has been fully described in former reports of this committee, and no detailed account of its buildings will therefore be given. The main building, with both wings, and the primary department building were quite thoroughly inspected and found in good repair and clean. The dormitories were all carefully inspected. There are nine wards or dormitories used by the boys; the first ward contained eighty-five beds; the second ward seventy-six beds; the third ward sixty-four beds; the fourth ward, in a wing of the main building, seventy-two beds; the fifth ward, occupied by the senior boys, is on the top floor of the boys' wing of the main building and contained seventy-two beds; in this ward is a closet not properly ventilated, having no outside window; it should be removed and might be put in an adjoining closet used as a garret store-room. The sixth ward is on the ground floor of the boys' primary department building and is used by the smallest boys; it contained seventy-five beds; the seventh ward, also in the primary department building, contained 125 beds; the eighth ward, another floor of this building, contained 125 beds; and the ninth ward, occupied by the smallest boys of the senior department, is on the top floor of the primary department building and contained 117 beds. The girls' dormitories are in another wing of the main building; the first ward contained sixty-one beds; the second ward, occupied by the smaller girls, contained fifty-one beds, and in a corridor adjoining this were eleven beds, an overflow of the main wards; the third ward contained eighty-eight beds. In all 1,022 beds for the inmates of the institution were counted, a bed for each inmate and twenty to spare. As a rule the dormitories or wards were found in good order and are suitable sleeping apartments for children, well lighted and ventilated; they are heated by steam, but the superintendent, who accompanied your committee, stated that this was shut off at night; an officer or an employe of the institution sleeps in a room opening into each ward; the beds were iron, the mattresses straw, the bedding apparently sufficient, and the beds covered with clean white spreads, each bed having a small pillow; the floors were bare, but clean, and, the superintendent stated, were scrubbed by the inmates weekly. In one of the girls' wards ten of the older girls, in charge of



one of their number, as a scrubbing gang, were on their knees cleaning the floor. A board of health permit for a certain number of beds was posted in each of the wards.

The boys of the primary department were seen assembled in their play-room in the basement of the primary building, awaiting the dinner hour; there were 189 of them, apparently nearly all under 12 years of age. In this room is a shower bath suspended over a tank about one foot deep with a brick floor in the floor of the play-room; about sixty boys can be bathed in this at one time, each receiving a separate shower, an excellent system. The boys of the first and second divisions were seen as they assembled for dinner in their large dining-hall; they came in from the yards by two doorways and took their seats in good order at the tables, upon which dinner had been awaiting them at least ten minutes; the meal consisted of a large China bowl full of thick soup made of salt pork, and a large slice of bread. Grace was said by the boys in chorus in a rather irreverent, perfunctory way, and then on the tap of the bell they ate the meal; the tables were covered with white cloths, and the boys sat on revolving stools; as a rule they broke the bread in the soup and ate the mixture with evident appetite and relish. It was snowing outside, and although the boys assembled from the yards, it was noticed that for two or three moments at a time not a single cough or sneeze was heard in the room. About 525 boys were in their seats. Each boy wore his summer coat instead of a waistcoat under his heavier winter coat; no underclothes are worn by the boys, but they have shirts; the superintendent stated that underclothes were not considered necessary for them; that they had been tried and caused much trouble and were opposed to cleanliness, the boys wearing them too long to avoid a possible exchange with another boy. It was noticed that no water was served at the meal, and the superintendent stated that the boys did not ask for it and were satisfied without it. The inspector passed among the pupils, looking closely at the boys; they appeared healthy and in good condition and clean as to their persons, although in some cases their clothes were old and worn; their expressions were natural, cheerful and intelligent; it would have been difficult to pick a dozen

tough-looking boys from the number. The girls were visited in their dining-hall; one hundred and ninety-five of them were seated at the tables, twenty at a table, the same number as at the tables in the boys' dining-hall; fifty small boys were also seated in this room, an overflow from the boys' department; about seventy seats were empty in this dining-hall; the girls were served the same dinner as the boys; they wore blue checked dresses and presented as a rule a healthy, neat and cheerful appearance; there was a noticeably large number of colored girls among them. On inquiry about one-third of the girls said that they had lost one parent.

After a short recess the children assembled in their class-rooms or went to the shops. The teachers of the classes are all women and reside in the institution. The classification in the divisions of the boys' department, the superintendent stated, was mainly according to age; in the classes according to knowledge; most of the classes are very large, but consisted of two divisions, one division being in class while the other division is in the shops or elsewhere. No thorough examination of all the classes was attempted, as the board of education undertakes this work, but several of them were visited, all the inmates having been seen at dinner or about the institution.

The first class seen was class second of the boys' primary department; there were sixty-four boys in charge of a woman teacher. They seemed to be from 9 to 10 years of age; the class-room was good, and the children sat in pairs with desks in front of them, and aisles between the rows of desks as in most public schools.

The first class of the primary department contained seventy-two boys reciting in two divisions; at the time the lesson was in long division; the pupils seemed bright-looking and alert, and in answer to questions put them made quick reply. On inquiry as to age, five boys said they were 8 years old, twenty-two were 9, twenty-four were 10, ten were 11, six were 12, and one was 13 years of age, one not accounted for; an inquiry as to their nationality produced the remarkable statement that twenty-six of them were Italians, ten Germans, five Jews, four colored, three French, one English, one Bohemian, one Syrian; nine stated that they and one parent were born in the United States,



and ten that they and both parents were born in the United States; seventy in all, two not accounted for.

Seventh boys' class, forty-six present; they gave their ages, five boys as 9, seven boys as 10, nine as 11, twelve as 12, nine as 13, four as 14, two as 15 years old; forty-eight in all, two more than were present; all said they could write their names; the teacher stated that they were taught geography, history, arithmetic and writing. On inquiry of the boys as to where they were born, five said they were born in Germany, five in Italy, three in England, one in Ireland, one in Scotland, one in Russia, one in Syria, one in France, one in Sweden and twenty-four in the United States, including colored boys, three not given.

Second boys' class, next to the highest, twenty-nine boys were present studying arithmetic, denominate numbers.

First boys' class, the highest in the institution, fifty-seven on the roll, in two divisions, the first division, thirty-seven pupils, being present. On asking their ages, two boys said they were 12 years old, seven boys 13, ten boys 14, seven boys 15, five boys 16, two boys 17, two boys 18; thirty-five in all, two not given. On inquiry as to place of birth, fourteen boys gave this as Germany, two Ireland, two England, one France, fourteen were born in the United States; of these, four were colored, four not given. The teacher stated that in arithmetic they had reached interest and denominate fractions and in geography were studying the map of Europe.

Second girls' class, sixty-six on the roll, in two divisions, the first division sewing, the second division thirty-nine present. On asking their ages, eight girls said they were 8 years old, five gave their ages as 9, seven as 10, five as 11, eight as 12, one as 13, two as 14, two as 15, one as 16, all accounted for. On inquiring the place of birth, thirteen gave this as Italy, two Russia, two England, one Germany, one Cuba, one Syria, and nineteen, including nine colored girls, born in the United States.

The girls' high class had seventy-five pupils, in two divisions, on the roll, one division of forty-three pupils being present. On inquiring their ages, they gave them, one as 9 years old, seven as 11, six as 12, three as 13, nine as 14, seven as 15, eight as 16, two

as 17, forty-three in all ; twenty-eight said they were born in the United States ; of these twelve were colored, six were born in Italy, five in Germany, and two in England, forty-one in all, two not given.

The class-rooms are suitable and pleasant as a rule, well lighted, ventilated and clean ; many of the teachers are young women who seem interested in their work, and appear to have their classes in good control ; the classes seem unnecessarily large, however, and rapid progress can scarcely be expected in them. It would seem advisable to make some classification by divisions of the girls, either according to age or moral character.

The superintendent stated in reply to the question of what industrial training was given the inmates, that thirty of the brightest boys were taught shoemaking, and make all the shoes worn by the inmates ; of these thirty boys, twenty are taught music, and form a brass band ; seventy boys are employed in the tailor shop, and make all the clothing worn by the boys, including the caps ; the sewing is by hand, only three machines being used ; sixty of the smaller boys are employed in the mending shop ; nine large boys in the bakery, six others as cart boys, six as barn or farm boys, eight in the laundry, two in the carpenter's shop ; three and a half hours are spent in the shops, and the brightest boys are assigned to work in them, and the duller ones kept at school in the class-room. The dining-room and ward work is also done by the boys, who make the beds, scrub the floors and halls, etc. Forty girls are employed in the sewing room, and make the clothing worn by the girls and the boys' shirts ; fifteen girls are employed in the mending-room, and about thirty-five girls are instructed in cooking at times, under the direction of the matron ; they also do all the cooking of the institution under direction, and all the housework of the female department.

The health of the inmates of the institution for the year to date has been generally good ; there have been no epidemics, but early in the spring there were seven cases of scarlet fever, none of which resulted fatally ; there have been three deaths during the year, but none since April. The children look well,



having, as a rule, clear skins, with good color, bright eyes and clean heads, considering the homes from which many of them must have come ; their appearance is creditable.

The report of the institution for the year 1891 showed that of 614 children received in the asylum, 260 were committed by magistrates and 354 intrusted by parents or guardians, and the superintendent stated that about the same ratio would be shown by the report of 1892. The last consecutive number of an inmate on the books is 29,310 ; the average period of detention in the asylum was stated to be about one and a half years ; the institution is full all the time and constant pressure for admission is made. It was stated that the desire was to give the inmates the needed discipline, and then to send them back to their homes or to find places for them in the west ; an examination of the records showed that of the 104 oldest boys in the asylum January 1, 1892, all but four had been discharged ; of these the records further showed that seventeen were placed by an agent of the institution on indenture in homes in Illinois, that State having a special law allowing such indenturing. It would seem desirable to obtain similar legislation in other western States, and it was stated that efforts in this direction had been made in the past and would be continued.

The Juvenile Asylum was also inspected September 30, 1892, by Commissioner de Peyster.

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## VI.

### HOUSE OF RECEPTION,

No. 106 WEST TWENTY-SEVENTH STREET, NEW YORK.

Inspected by Commissioner Stewart, December 3, 1892.

Census on that day :

Officers .....	4
Teachers .....	1
EmploYES .....	6
Total .....	11

Boys.....	25
Girls.....	3
	<hr/>
Total .....	28
	<hr/> <hr/>

The House of Reception, formerly No. 61 West Thirteenth street, was sold for business purposes, and the new house opened for the reception of inmates in 1891. The site is on the south side of Twenty-seventh street, about 200 feet west of Sixth avenue. The superintendent stated that the lot, sixty feet front by ninety-eight feet deep, cost \$52,000, and the building, furnished, \$65,000. The building is a four-story structure, of the Dutch Gothic style of architecture, built of brick. It consists of two parts, the front building which covers the whole front and has a depth of about forty feet, and the rear building, which forms an "L" and has a depth of about fifty, and a width of thirty feet. These two buildings are joined by a fire-proof stairway reaching from the yards to the top floor and communicating both with the front and the rear building on each floor. The stairs are built of stone and iron and are well lighted from both sides.

The front building has on the basement floor store-rooms, and under the sidewalk tubular boilers in which steam to heat the building is generated; on the first floor, about eight feet above the sidewalk level, are the offices of the institution, the superintendent's room, and the rooms for the managers of the Juvenile Asylum and its committee; the second floor contains the rooms of the superintendent and his family, and the third floor the officers' rooms, and dining-room and the girls' dormitory, which contained fourteen iron beds with wire springs, husk mattresses, white spreads and pillows; a well-lighted and ventilated room. The fourth floor contains a kitchen, laundry and servants' rooms.

The rear building, which is exclusively for the use of the children, was found to contain on the ground floor on the east side a play-room for the boys, having at one end four individual bath rooms with good toilet arrangements, and a play-room on the west side of the building for the girls. On the first floor a



large dining-room having six tables with revolving stools, fourteen at each table; on the second floor the school-room with seats for eighty-four children. The superintendent stated that the hours in school were from 9 to 12 and from 1.30 to 4 daily except Saturdays and Sundays, and that there was a woman teacher. In this room, as in the dining-room, there was provision for eighty-four inmates. The third floor of the rear building is used as the boys' dormitory, in which there were thirty beds; this room, as all the others in the rear building, is well lighted by several windows from the east and from the west and has fine cross ventilation; all of the building is heated by steam; which, it was said, is not turned on in the children's dormitories. The hospital is on the fourth floor of the extension, a pleasant room, eleven beds and two patients, a boy and a girl, both able to be about the room. The nurse in charge has been many years in her position. It was stated that the general health had been good during the year, and that there had been no deaths.

The boys were seen at play in their yard, which is in the rear of the front building and to the east of the extension, and measures about 40 x 15 feet; they wore the gray suits usually worn in the asylum, and seemed healthy and contented. In answer to questions the superintendent stated that of the twenty-eight inmates of the House of Reception at the time, eighteen had been committed to the asylum, and twelve surrendered, and that their ages ran from 7 to 15. The average time spent is twenty days for committed children, and fourteen for those surrendered; this is for purposes of quarantine, and after this time the children are sent to the main institution.

The House of Reception is a well planned building, apparently well built and kept in good order, and your committee was well pleased with his inspection of it. The largest number of inmates since it opened has been about fifty.

## VII.

## THE NEW YORK CATHOLIC PROTECTORY,

WESTCHESTER.

Incorporated 1863.

Inspected December 5, 1892, by Commissioner Stewart.

Census on the last date named :

## MALE DEPARTMENT.

*Superintendent*, Brother Rector LEONTINE.

Brother rector.....	1
Brothers of the Christian school.....	53
Paid employes.....	94
Boys.....	1,396
	<hr/>
Total.....	1,544
	<hr/> <hr/>

## FEMALE DEPARTMENT.

*Superintendent*, Sister ANITA.

Sister superintendent.....	1
Sisters of Charity.....	40
Paid employes.....	23
Girls.....	644
Little boys .....	157
	<hr/>
Total.....	865
	<hr/> <hr/>

Total census of both departments..... 2,409

This is the largest population of any charitable institution in the State.

The male department was first inspected, the brother rector accompanying your committee. In answer to questions he stated that of the fifty-three brothers of the Christian school engaged in the work of the institution, twenty-four teach classes; sixteen act as officers and thirteen are employed in other ways, as bookkeeper, pharmacist, infirmarian, etc., etc., and that of the



boys 905 were in the senior department and 491 in the junior department.

Arriving in the morning when the boys were at work in the shops, the new industrial building, completed and occupied in 1891, was first visited; this is a substantial four-story brick structure fifty feet wide and 240 feet long which is built in the rear of the main building distant from it about 400 feet and parallel thereto; it has not previously been described in reports to the State Board of Charities.

The basement or first floor of this building is divided by iron partitions into several rooms; the first entered at one end of the building is the laundry, about fifty by eighty feet; six boys are employed in this, and wash all the clothes, linen, etc., used in the male department; steam power is used and the work is done with the aid of steam wringers, drying-room, patent mangles and other machinery. From this room a tunnel 330 feet long carries steam pipes to the buildings of the junior department, and saves the necessity of using boilers there, and the wages of an engineer; the tunnel is asphalted, and large enough to be traversed erect from one end to the other. Adjoining the laundry is the power-house for the industrial building; a large engine was in use, and it was stated that another would soon be put in place to prevent stoppage of work in case of any accident to the first; this room had recently been enlarged by moving the iron partition, and in the space thus inclosed dynamos for the generation of the electric light will be placed, and the entire male department will shortly be lighted by this system; the power-house measures about fifty feet square. Next to this is a store-room for paper, about twenty by fifty feet, and the remaining space of this floor, about fifty by fifty, is used as a store-room for leather used in the shoe shops. The superintendent stated that the building had been constructed in accordance with plans approved and recommended by the insurance companies; that automatic fire sprinklers had been placed about the building, and a large tank containing 15,000 gallons of water for fire purposes had been constructed on the roof. The building is reached from the main building by a temporary passage, and the yard will be enlarged so as to inclose it.

The second floor is entirely used as a shoe shop, and in it 260 boys; among them the largest, were seen at work; the sewing is done by machinery, but much of the work is done by hand, nailing the heels, lasting, basting, sewing buttons, cutting, turning over scollops for ladies' shoes, setting the edges and finishing; the boys work with good will and presented a healthy and natural appearance. The same brother had been in charge of the boys in the shoe shop for sixteen years; it is an excellent feature of the management of the protectory that so few changes in its officers are made; your committee, who has visited it at intervals for ten years, has pleasure in being welcomed by the same persons year after year. The brother stated that each boy had his task assigned him, and with application could finish it in three hours, although four hours and a half are assigned to work in the shops; when finished he was at liberty to go into the yards. Each boy is moved about in the shop as he grows older, from light to heavier work, and thus gets a better idea of how to make the whole shoe. The boys give little trouble; the produce of this factory, for such it really is, is all sold; nothing is made here for use in the institution; an agent goes all over the State, and even outside, to sell the shoes.

The third floor is divided by two partitions of wood and glass into three shops; the first visited of these, about fifty by eighty, is the press-room, which contains two Potter presses, two Hoe, one Adam, two Cottrell and two hand presses; the Superintendent stated that of these seven steam presses, three of them cost, in all, at least \$7,500; it is, therefore, an expensive plant; sixteen boys are employed in the press-room, and fill orders received from New York city. The next seen was the type-setting shop, about 50 x 100; in this sixty boys are taught; there were not so many at work at the time; thirty-four double fonts were counted. In this shop, as in all others, a Christian brother was in charge of the boys for discipline, but foremen were engaged in teaching them the trade; all the foremen, it was stated, live outside, but come in daily for the shop orders. The electrotyping shop, in which four boys are employed, takes up the remaining space on this floor.



The top floor is a large open shop from end to end of the building, and in it 160 boys were employed in knitting stockings by machinery, 130 machines were in place.; a low partition inclosed a space in the middle of the shop, and in this eighteen boys were at work folding, stitching and binding paper books. It was stated that fifty boys are taught bookbinding in this shop; much of the work is done by machinery; the reports of the protectory are bound here. About one-third of the floor space in this shop was not used at the time, and the Superintendent stated that it might be used for band practice. A substantial double fireproof stair in a well outside of the building at one end, gives access to all the floors; the stairs are of iron and slate; at the other end of the building is an elevator for goods.

The tailor's shop is in the main building and in it eighty boys are employed in making the clothes for the boys and in mending them; ten sewing machines were in use; the boys were sitting tailor fashion on their benches and were busy and orderly. The brother in charge stated that they gave him no trouble and that extra suits were provided for those diligent in work, and of remarkably good conduct; samples of the clothes shown were well made, warm and of stout, good cloth. Your committee noticed that each of these boys wore a warm undershirt of cotton and wool, and on inquiry was informed that every boy in the institution was provided with good undershirts, and that these were changed every Saturday; it was impracticable for each boy to receive back from the laundry his own shirt, but he received a clean one of the same size; all the shirts are well boiled in the laundry, and the custom of providing the boys with this necessary article gives no trouble. The Superintendent stated that the protectory had always provided undershirts for its boys, and it has the largest number of them of any institution in the state; smaller institutions would seem to have no sufficient excuse for failure to provide their inmates with an article of dress so necessary for health and comfort. The shirts are bought from factories and bound in the protectory.

In passing through the main building a fine drawing-room was noticed which takes the place of the old electrotyping shop; about

300 boys are taught drawing in the different classes; they have lessons twice a week; a brother is the teacher.

The room formerly occupied as a shoe shop on the ground floor of the main building is now used as a drill-hall; army blue uniforms have been provided for 235 boys, and an officer of the Sixty-ninth Regiment of the National Guard drills them three times a week for an hour and a half at a time. In fine weather the drill takes place in the yards; boy rifles, breech-loading, with bayonets, were imported from Manchester, England.

After finishing work in the shops the boys of the senior department washed and assembled in their yard to go to dinner; they formed in lines facing the building, about 900 in number, and to your committee, standing on the steps of the door leading into the dining-hall made an impressive appearance, a regiment of boys in close order with upturned inquiring faces. On asking the question, from one-fourth to one-third of them by raising the hand said that they had been three years in the institution. The boys entered the dining-hall from the yard by three doorways quietly, in fair, but not military order; it would seem better to have them step in time and march either in column of fours or twos. The dining-hall is a great room; broad aisles, intersecting in the middle of it at right angles, divide it into four sections filled by the tables; all of the boys face toward the center of the hall and are seated at one side only of the tables; each boy has a revolving stool; a prefect occupies a raised desk in the center and has charge; before taking their seats the Angelus was recited antiphonally by a boy and the other boys in chorus. The count made showed 904 boys at dinner, eleven or twelve seated at each table. The meal consisted of beef, too much cooked, boiled potatoes, cabbage, dried beans boiled, and bread; water was served in china bowls; each boy had an apple for dessert; a monitor for each table serves the other boys from tin dishes and then takes his own seat; the dinner was served hot in this way. The boys were quiet at table, no talking being allowed. The boys of the junior department were also inspected at dinner in their own hall; this is a fine room, well lighted and ventilated; it contained twenty-six tables; the count showed 482 boys present at the meal, and they



sat on benches, with backs, on both sides of the tables, eighteen or twenty at each table; the same dinner was served as to the boys of the senior division; it is cooked in the senior division kitchen and brought in covered cans in a wagon to this hall. On inquiring their ages only one boy was under 7, none were 15, thirty were 14 of those in this room. It was noticed in both the dining-halls that the boys looked clean and healthy, and that their clothes were better and in better order than in past years was usual in the institution.

The wash-room for the boys of the junior department is in the basement under their dining-room, and is a model of its kind. Each boy is provided with his own towel, numbered, and all wash at spigots of running water which falls into long slate troughs constructed in the middle of the room; this room was light and well ventilated, and the asphalt or concrete floor in excellent condition. The second floor of this building is divided into class-rooms for the boys of this department; they are on either side of a center hall and well arranged; on the top floor is one of the dormitories; the board of health permit gives its dimensions as 123 x 38 feet, with ceiling twelve feet high, and allows it to contain 183 beds; these were arranged in six rows, and the clothing upon them was being aired, the windows standing open. The entire building is heated by steam.

Returning to the main building your committee inspected the dormitories of the senior department. Dormitory No. 1, a large open hall on the third story, 222 x 49 feet, ceiling thirteen feet high. the board of health permit is for 300 beds; the brother in charge stated that there were 280; the beds were iron, having thick straw mattresses, white spreads and small pillows; three brothers sleep in an alcove in the middle of the room, opposite the door of entrance; the hall was found clean and airy, all the windows being open. It was stated that every boy makes his own bed. Dormitory No. 2, on the fourth story, over the last, and of the same size, also being aired. The permit was for 300 beds, and it was stated that there was about that number in the hall. Dormitory No. 3, fourth story, at right angles to the last in a wing of the building, 211 x 36 feet, ceiling eleven and

one-half feet high; a permit for 263 beds; a French brother who conducted your committee through the dormitories said that there were only three or four French boys in the institution. Dormitory No. 4, fifth story, 44 x 47 feet, ceiling twelve feet high, contained forty-seven beds, the permit allowing fifty beds. Dormitory No. 5, also on the fifth story, contained thirty-six beds. All the dormitory halls were found very clean and in good order, and, with the exception of two small rooms on the fifth floor, are models of their kind.

Returning to the junior department, the old frame building was next inspected; the small boys, nearly 500 in number, were playing in their adjoining yard; in rainy weather they play in the rooms on the ground floor of this building; the second floor, which forms an "L," whose dimensions are 261 x 26 feet with a ceiling ten feet high, had a board of health permit for 234 beds, but on a count being made 284 were found in the hall, fifty more than the permit allowed. A gang of boys were changing the straw in some of the mattresses and sweeping the hall. One of the great needs of the institution is a new brick building to replace this old frame structure, which is worn and in poor repair, and must be difficult to keep clean.

The hospital is a good-sized and well-arranged frame building; a brother pharmacist compounds the drugs, and another is in charge of the wards. At the time of the visit four boys were in the hospital, one having hurt his leg, one with an abscess, and two with colds; none seriously ill; it was stated that there had been four deaths during the year — two of consumption, one of pneumonia and one of meningitis; there had been no epidemics, and the general health of the inmates had been excellent. Four deaths during the year in an average population of 1,400 boys is a percentage represented by a small fraction; a remarkable bill of health, for which the management has reason to be thankful, and is entitled to credit.

Time failed to inspect the boys of the junior department in their shops; they were seen, however, in their dining-room. The books of the institution show that 301, most of those who are able to work, are employed in seaming stockings knitted by the boys of the senior department, sixty-five of the junior boys



are employed in the tailor shop in repairing clothes, others are employed in general housework in the refectory, dormitories, halls, etc., and from one to five in various other ways; of the total number, 1,396, on the day of inspection, over 1,000 were assigned to some special work, 335 being reported as too young for work.

The inspection of the male department was satisfactory to your committee. The institution has been improved and perfected in many ways since its first inspection by the undersigned ten years ago; the buildings are kept in better repair and the housekeeping is much better; objectionable features, to which exception was taken in former reports, have been removed; the boys seem to reflect in their countenances and dress the improvement in their surroundings, and the present condition of the male department of the protectory may reasonably give satisfaction to its Superintendent, under whose direction many desirable changes have been made, and to all who are interested in the future of the boys committed to its care.

#### FEMALE DEPARTMENT.

Sister Celestia, for many years the Sister Superior in charge of the female department, died in 1891, and Sister Anita has been appointed in her place. It will be remembered that the Sisters of Charity are in charge of this branch of the Catholic Protectory.

Accompanied by the Sister Superior the inspection of the inmates and buildings was made. The study hall and library on the first floor of the west wing of the main building is a fine room and seats about 400; benches with high backs and divisions for each person and very comfortable are provided. The sister stated that they had no assembly hall large enough to seat all the children of the female department; this is unfortunate, for it must often be desirable for entertainments or religious services to have all the inmates assemble in one room. At the end of this hall is a circulating library, for the use of the children, containing 1,800 volumes, about one-fourth of which are religious books. In passing about the building it was found in perfect order both as to its repair and cleanliness.

The girls of the industrial department were inspected in the shops. In the first room visited thirty girls were at work sewing; there were sixteen machines in the room; it was stated that the hours of work were from 10 to 11.30, and 1 to 4, four hours and a half; in this and other rooms many closets full of new dresses, to be used by the girls both for summer and winter wear were shown; the doors of the closets stood open for inspection, and their contents were arranged in beautiful order, and seemed suitable dresses for the inmates of the institution.

The next shop visited was the kid glove department, and in this thirty-six girls were employed and thirty-one machines were in use; the product is sold to firms in Boston and New York; this is a cheerful, well-arranged room, and the girls in their neat dresses and with hair brushed back and combed, presented an attractive appearance; their faces were healthy and bright, and they seemed interested and were diligent in their work. On inquiry, all but four of the girls said they were born in the United States; two were born in Ireland, and two in Germany; twenty-four of the thirty-six stated that one parent was born in Ireland; eighteen had been five years at the protectory; ten, six years; eight, seven years; five, eight years; three, nine years; two, ten years; one, eleven years, and one twelve years; these were among the oldest girls in the institution; but it would seem, in the absence of proof to the contrary, as if many of them might have been discharged to their homes or places found for them years ago; no one in the room was over 17. Thirty-six younger girls were seen at work in the adjoining shop making silk gloves; they, too, seemed busy and happy. On inquiring their ages, about half were 14; only two were less than 12.

In the shirt department, next visited, fifty-one girls were employed; there were forty-six sewing-machines in the room, of which forty-four were in use; men's and boys' shirts of several patterns are made and sold to firms in Portchester and Paterson. Three of the girls said they were born in Ireland; one in Scotland; one in Italy; one in France, and all the others in the United States; thirty-four of them said they had one or both



parents born in Ireland. Seventeen were 17 years old; twelve were 18, and four were 19. Inquiries as to the time spent in the institution showed that nineteen girls had been inmates five years or more; sixteen, six years or more; eleven, seven years or more; eleven, eight years or more; eight, nine years or more; four, ten years or more; two, eleven years or more; two, twelve years or more, and one, thirteen years; this girl stated that she was 18. The same criticism made in a previous class as to length of time in the protectory would seem to apply to this class. In an adjoining room, also part of the shirt department, seventy younger girls were employed in finishing the shirts by hand; they were seated in rows with passages between the rows, all facing the sister in charge, and looked neat and pleasant; six were born in Ireland, four in Italy, two in Germany, and one each in France and Syria, fourteen in all; fifty-six said they were born in the United States. The sister superintendent stated that the industrial department for the older girls and the primary department for those younger were as separate as if in two institutions; their inmates meet only at chapel.

The dormitories of the industrial department were inspected; that in the west wing, third floor, 207 x 27 feet, with ceiling twelve feet high, had a board of health permit for 165 beds; it is a beautiful sleeping hall and had been freshly painted light blue; the beds were iron with straw mattresses, plenty of good covering and blue checked spreads, white pillows; the sister superintendent stated that they had also white spreads, but that they were not always used; four sisters sleep in an adjoining alcove and are in charge of the girls. Another dormitory, over the last, on the fourth floor, with permit for 150 beds, was found in good order; it was stated that it contained about 140 beds. The washing arrangements in the female department are excellent; private bath-rooms are provided for the girls, who have also their own towels and running water.

The chapel and the refectory beneath it divide the west from the east wings of the main building.

On the ground floor of the east wing three kindergarten classes of little girls were seen seated at their tables; at the first table

fourteen of the youngest children, 3 to 6 years of age, were at work making crosses, circles, triangles, etc., by sticking little colored pegs in wood tiles in which holes were made. At the other tables thirty children were at work, those at one table forming letters and spelling simple words by laying little sticks together; at the third table the oldest from 6 to 8 years of age, were seated, and were making figures by placing little triangles of pasteboard together; they talked glibly about equilateral triangles, trapezoids, hexagons, etc., to the astonishment of the inspector. The teacher in charge of the kindergarten classes, a sister, stated that she had been trained as a teacher, and the classes were started in 1890; the room in which they meet is one of the pleasantest which your committee has ever seen in any institution; it was tastefully decorated with many pretty objects, made by the children of the classes, in paper, wood and other materials; these ornamented the walls, and were suspended from the lights and ceilings. The children themselves corresponded with their surroundings; as a rule they were lovely in appearance, prettily dressed and having hair well arranged and usually tied with colored ribbons. This room was left with regret.

Your committee then proceeded to the class-rooms of the primary department and inspected the eight classes in school in them; in each a sister was the teacher, and the children were found apparently in strong health, well dressed and clean. They appeared, generally, intelligent, and some of them read from their lesson-books or recited little pieces which they had memorized to your committee. All the classes rose, on the inspector's entrance, and remained standing during his presence; this is the rule in the institution.

The dormitories of the east wing correspond in size and arrangement with those in the west wing, and were found in the same excellent order.

A recent addition to the institution is a new brick building, about 50 x 100 feet in size, two stories high, and architecturally pleasing; the ground floor contains the laundry of the female department, which is well provided with steam dryers, wringers, and other machinery; the room has a handsome marble floor;



the girls do all the washing for their department. The second floor is divided ; there is a good kitchen, in which cooking classes are taught ; at present but five were stated to be in the class ; an ironing-room, which contained six large tables and thirteen gas stoves to heat the irons, and two pantries, occupied the remainder of the second story.

The little boys, who are in charge of the Sisters of Charity in the female department, were assembled for inspection in the play-room of their building, and stood formed in single rank on all four sides of this ; they looked well and happy, were comfortably dressed and neat, and being requested to do so sang in good time and heartily a patriotic song without any accompaniment.

This concluded the inspection of the protectory, which had occupied a long day. The sisters stated that they performed, with the girls' help, all the work of their department, the only employes being the farm hands.

Inspections of the female department of the Catholic Protectory have always left a pleasant impression upon the mind of your committee ; the devoted women in charge of its management appear to give their time and zeal to the interests of its inmates ; the inspector is always a welcome and honored visitor, and the excellent condition of the department reflects great credit upon their management, and should be useful in forming the characters of the girls committed to their charge.

The general health of the inmates of the female department has been good during the year ; there have been no epidemics, and the children, as a rule, appeared to be in good health. Eleven deaths occurred, of which four were from consumption, two from pneumonia, two cerebro-spinal meningitis, one of congestion of the brain, one of gastro-intestinal catarrh and one of scarlet fever.

The Catholic Protectory was also inspected October 1, 1892, by Commissioner de Peyster.

## VIII.

## HOUSE OF RECEPTION.

415 and 417 BROOME STREET, NEW YORK CITY.

Inspected December 9, 1892, by Commissioner Stewart.

Census on that day:

Sisters of Charity.....	3
Employes.....	4
	<hr/>
Total.....	7
	<hr/> <hr/>
Boys.....	27
Girls.....	6
	<hr/>
Total.....	33
	<hr/> <hr/>

These buildings are used for the reception and quarantine of children committed to the protectory; as a rule twenty-one days are spent in it before the children are sent to the institution at Westchester. No. 417 is a new building recently acquired by the institution, as one house alone was inadequate for its needs; it adjoins No. 415 on the west, and is connected with it front and rear on each floor. It was stated that the lot, which is 25 x 112, cost \$40,000; that the old building was taken down and a new, one erected at a cost of \$22,000. The new building was completed in February of 1892, and formally opened in May; together the buildings have a front of fifty feet by a depth of 112. The Sisters of Charity took charge of the House of Reception in May.

The old building, No. 415, is used as follows: the basement mainly as a storage room and agency for the sale of shoes made in the male department of the protectory; the ground or first floor as the offices of the institution; its accounts are kept there; there is also a good committee room; the second floor is entirely devoted to the boys' dormitory, which extends from front to rear; it contained twenty-three good beds made of iron, with wire springs, cotton mattresses and sufficient and clean bed clothes. The third floor also



contained a large dormitory with twenty beds; a strip of bright carpet was stretched on the floor of the aisle separating the two rows of beds; adjoining this a narrow hall room formerly used as a dining-room for the boys, is in process of being altered for use as a reading or play-room. The top floor contained in front the infirmary, a cheerful room having six beds for sick children and two for sisters who care for them; the infirmary was quite empty of patients; the sister stated that there had been little sickness in the house this year and no deaths; no inmates were ill at the time. The back room of the top floor is used for purposes of quarantine and contained three beds, also empty.

The new building was inspected from the top floor down. A fine chapel, twenty-five by about forty feet, takes up the front of this floor; the boys were seen in it at their devotions, led by a sister; it was stated that they recite their prayers daily fifteen minutes before noon; the back room of this floor is the sisters' sitting-room. The dormitory for the small boys is on the third floor front—a handsome room, about twenty-five by thirty feet, containing twenty good beds; the back room on this floor is used as a boys' play-room. The girls' play-room is the front room on the second floor; six girls, who gave their ages as from 13 to 15, and two little boys were in the room in charge of two sisters; the girls were busy sewing; the back room contained thirteen beds for girls and one for the sister in charge of them; excellent closets, bath-rooms and washing arrangements are provided on every floor, and access to them is had from landings on the stairways, which keeps them remote as possible from the sleeping apartments. The school-rooms are on the first floor, which is raised about six feet above the street level; that for girls is in front, and that for boys in the rear of the building; each provides a seat and desk for twenty-seven pupils. The sister stated that the children were kept in school about three hours a day, and that the sisters taught the classes. The kitchen occupies the whole front of the basement and is about twenty-five feet square; there is no hall; the dining-room for the boys is in the rear of this, and twenty of the older boys were seen at dinner, seated at benches on both sides of a

long, narrow table; the meal consisted of fish, potatoes, tea, bread and butter; it was stated that the day being Friday, no meat was given, and tea was provided in place of it. Considering that they had recently come from homes probably miserable, or from the streets, the children looked healthy and clean; they gave their ages as 4, 6, 6, 6, 7, 7, 8, 8, 9, 10, 10, 10, 10, 10, 11, 12, 12, 13, 14 and 16. Behind each building is a good-sized, well-flagged yard in which the children are allowed to play in fine weather. Both the buildings are heated by steam and also by hot-air furnaces and lighted by gas, and were found in good order; the new building is well designed for its purposes and attractive in appearance, both within and without.

The actuary of the institution, whose office is in the branch house, stated that the total receipts for the fiscal year ending September 30, 1892, were \$346,508.94. Of this sum \$246,248.06 were paid by the city of New York for the support of children committed from it; nearly all children received by the protectory are committed to it by the courts; it was stated that only about two per cent are intrusted. The county of Westchester paid for its children \$14,068.95; forty thousand dollars included in the total receipts were a loan on bond and mortgage, and about \$33,000 were received for the product of the industries; this item, including a loan of \$13,000 from the shoe department.

All of which notes of inspection of institutions classed as reformatories are respectfully submitted.

WILLIAM R. STEWART,

*Commissioner.*

NEW YORK, *December* 19, 1892.

1892.

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# REPORT

FOR THE

Standing Committee of the Board on the Deaf.

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By WILLIAM R. STEWART, *Commissioner*.

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# REPORT.

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*To the State Board of Charities:*

In behalf of the Standing Committee of the Board upon the Deaf, I have the honor to offer the following report:

There are eight schools for the education of the deaf in this State. They are of a semi-public nature, as most of the pupils in them are educated at the expense of the State, or of its several counties; it is therefore the duty of the Board to inspect them annually and to report their condition to the Legislature. They are:

1. New York Institution for the Instruction of the Deaf and Dumb, One Hundred and Sixty-second street and Tenth avenue, New York; incorporated 1817.

2. LeCouteulx St. Mary's Institution for the Improved Instruction of Deaf-Mutes, 125 Edward street, Buffalo; incorporated 1861.

3. Institution for the Improved Instruction of Deaf-Mutes, Lexington avenue, between Sixty-seventh and Sixty-eighth streets, New York; incorporated 1867.

4. St. Joseph's Institute for the Improved Instruction of Deaf-Mutes, Fordham, Westchester County; incorporated 1875. Branches for males at Westchester, Westchester County, and for females at Dean street and Buffalo avenue, Brooklyn.

5. Central New York Institution for Deaf-Mutes, Rome, Oneida County; incorporated 1875.

6. Western New York Institution for Deaf-Mutes, Rochester; incorporated 1875.

7. Northern New York Institution for Deaf-Mutes, Malone, Franklin County; incorporated 1884.

8. Albany Home School for Oral Instruction of the Deaf, 98 Pine avenue, North Pine Hills, near Albany; incorporated 1891.

The Superintendent of Public Instruction may appoint to any one of these institutions indigent pupils between the ages of 12



and 25 years, and the State appropriates for the education of each pupil so appointed the sum of \$250 per annum. The overseers of the poor, or supervisors of the counties, may send as county pupils any indigent deaf child between the ages of 5 and 12 years, and the counties pay \$300 per annum for each child so sent. When the children sent from the counties attain the age of 12 years they become State pupils by limitation of time, and may so remain until they are 25 years of age.

As a rule, the schools belong to private corporations, and are governed by local boards of managers, or trustees, who fill vacancies in their own number, and appoint the principals of the schools. In exceptional cases the State has made appropriations for buildings belonging to these schools, and it has appropriated all the money for land and buildings at Malone.

All of these schools have been inspected at least once during the year 1892.

Their designations in full having been given above, they will, to avoid needless repetition, be referred to usually in the following report by their location only, and will be named in the order of the dates of their incorporation.

Your committee finds himself somewhat embarrassed in the preparation of this report by the fact that his report to the Board for the Committee on the Deaf made last year was destroyed in the fire which occurred in the State printer's office last summer. Complete copies of this cannot be found, and it is therefore impossible to make comparisons between the condition of the schools at the close of 1892 and their condition at the close of 1891.

The pupils who were reported as in attendance in the schools at the times the inspections were made, of which notes follow, were classified according to the manner of their support as follows:

	Male.	Female.	Total.
State pupils .....	420	310	730
County pupils .....	258	227	485
Private pupils, pay .....	23	21	44
Private pupils, free .....	11	8	19
Total .....	<u>712</u>	<u>566</u>	<u>1,278</u>

And more particularly in the different schools as shown by the following table:

## PUPILS UNDER INSTRUCTION.

	STATE PUPILS.		COUNTY PUPILS.		PRIVATE PUPILS.		Total.
	Male.	Female.	Male.	Female.	Male.	Female.	
One Hundred and Sixty-second street New York .....	124	55	68	29	4	1	281
Buffalo .....	34	24	24	22	11	8	123
Lexington avenue, N. Y. ....	58	46	35	43	5	6	193
Fordham and branches. ....	65	79	63	69	10	12	298
Rome .....	43	45	23	22	.....	.....	133
Rochester .....	59	42	28	24	.....	.....	153
Malone .....	37	19	14	14	.....	.....	84
Albany .....	.....	.....	3	4	4	2	13
Totals .....	420	310	258	227	34	29	1,278

The average per capita cost for the education and maintenance of each pupil for the fiscal year ending September 30, 1892, is reported to have been as follows:

One Hundred and Sixty-second street, New York.....	\$292 64
Buffalo .....	217 60
Lexington avenue, New York .....	284 89
Fordham and branches .....	238 86
Rome .....	286 89
Rochester .....	300 00
Malone .....	304 08
Albany .....	270 00

These figures should not be taken for purposes of accurate comparison, as the averages are prepared in different ways, and the population of the schools varies greatly. The Buffalo and Fordham schools pay little or nothing in salaries to their teachers, who, as a rule, belong to religious orders.

The following table shows the appropriations of public money,



either State or county, to the different schools, for the fiscal year ending September 30, 1892, as reported by them:

	STATE.	COUNTY.	TOTAL.
162d street, N. Y . . . .	\$53,163 87	\$30,600 78	\$83,764 65
Buffalo . . . . .	14,476 90	9,312 03	23,788 93
Lexington ave., N. Y..	25,997 25	24,613 88	50,611 13
Ford'm and branches..	33,238 39	43,115 88	76,354 27
Rome . . . . .	23,683 73	12,855 61	36,539 34
Rochester . . . . .	23,771 31	17,010 04	40,781 35
Malone . . . . .	16,330 59	9,372 39	25,702 98
Albany . . . . .	.....	1,100 00	1,100 00
Totals . . . . .	\$190,662 04	\$147,980 61	\$338,642 65

In addition, several thousand dollars have been paid for the education and maintenance of private pupils.

Your committee fails to understand why there should be a difference between the annual per capita sum paid by the State (\$250) and by the counties (\$300) for the education and maintenance of pupils sent to the schools at their charge, especially as the counties pay the greater sum for the education of the younger pupils, who are usually found in larger numbers in the classes, and cannot in other ways involve as heavy an expense for maintenance as the older pupils, for whom the State pays a smaller amount.

The schools report the following average daily attendance of pupils for the year to October 1, 1892: One Hundred and Sixty-second street, New York, 294; Buffalo, 125; Lexington avenue, New York, 190; Fordham and branches, 322; Rome, 135; Rochester, 139; Malone, 85; Albany, 10 — an average for all the schools of 1,300.

At the time they were inspected the number of classes and of pupils in them were found to be as shown below; the figures do not exactly agree with the census taken in the different schools. The number of classes does not accurately show the number of teachers, and the several schools have different systems of designating persons as teachers, but the following statement will give

some idea of the number of pupils to a class in the schools, and it is believed that the showing is not an unfavorable statement of the actual facts.

	Classes.	Pupils.	Average
One Hundred and Sixty-second street, New York.	20	273	$13\frac{1}{2}\frac{3}{6}$
Buffalo .....	13	119	$9\frac{2}{13}$
Lexington avenue, New York.....	15	190	$12\frac{2}{3}$
St. Joseph's, Fordham .....	7	105	15
St. Joseph's, Westchester .....	10	131	$13\frac{1}{10}$
St. Joseph's, Brooklyn .....	5	59	$11\frac{4}{5}$
Rome .....	10	128	$12\frac{4}{5}$
Rochester .....	16	147	$9\frac{3}{16}$
Malone .....	7	84	12
Albany .....	1	13	13

In some of the schools, notably at One Hundred and Sixty-second street, New York, and at Buffalo, several pupils of a defective or idiotic type were noticed; some of these, your committee believes, were virtually unteachable, and, in certain cases, their teachers said that this was so; such pupils should be sent either to their homes or to some other suitable asylum. It is manifestly improper to ask the State to appropriate an annual amount for the education of unteachable pupils, and if admitted by mistake or inadvertence, they ought, after fair trial to be discharged.

The pupils in the schools have, as a rule, enjoyed excellent health during the year 1892, and but five deaths have occurred among them, a percentage so small as to be remarkable, and of itself a strong testimony to the excellent care which has been given the children. The necessity of daily exercise for all the pupils, especially such as tends to develop and strengthen the lungs, is strongly urged. Your committee is of the opinion that sufficient time and attention are not given for this purpose. It should be remembered that the deaf employ their voices little, if at all, and that this very disuse necessarily impairs the strength of the lungs. This is especially true of pupils in the "combined"



schools, as in the "oral" schools articulation is taught, and the lungs thus exercised. At least half an hour a day should be devoted to calisthenics and exercises adapted to strengthening and expanding the lungs.

The recommendation of your committee that the age at which children might be sent to the schools as county pupils should be lowered from 6 to 5 years was adopted by the Legislature of 1892, which, by chapter 36 of the Laws of 1892, amended the act of 1863, relating to the education of deaf-mutes, in that manner; and county pupils may now be sent to any of the schools named in this report, from the age of 5 to 12 years. This amendment has given general satisfaction to the principals of the schools, and since it has passed a considerable number of pupils between 5 and 6 years of age have been admitted to them as county pupils.

Chapter 213, section 9, Laws of 1875, excludes from the schools for the deaf, all applicants of less than three years' residence in the State. The recommendation of your committee made in former reports is reiterated, that the exclusion should be reduced from three years to one year. The operation of the present law saves no expense, as the State pays for the two years' instruction at the latter end of the term instead of at the beginning, as pupils can be admitted up to 25 years of age. The early years are the most profitable for education; the present law works hardship in certain cases without any compensating benefit to the State.

It is axiomatic to state that the teachers of classes in the schools for the deaf are mainly responsible for the mental development of the pupils in them. In the course of his inspections, your committee noted, with some particularity, the teachers as well as the scholars in the classes examined, which were practically all the classes in the State. Referring to his notes, not published in full, it appears that of the total number of teachers eleven were deaf-mutes. These were not equally distributed, but were found only at One Hundred and Sixty-second street, New York; at Rome, and at Malone. Several of these teachers stated that they were born deaf and dumb, and, as a rule, they had no speech or hearing whatever. Many educators of the deaf recognize the existence of what is known, but can with difficulty be described, as the "deaf-mute

mind," namely, the mental condition of those unaccustomed, for want of use, to the accurate reception of ideas expressed in language, and to the expression in language of their own ideas. These difficulties and limitations it would be natural to expect, and perhaps in an accentuated degree from long habit, in the minds of deaf-mute teachers. The object of the State in paying for the pupils sent to these schools, it may be plainly stated, is to provide them with a good, common-school English education, and all principals and teachers should devote their intelligent and unremitting attention to give such an education to each pupil sent them. Your committee feels it his duty to state his conclusion, formed after several years of inspection and much reflection, that the employment of deaf-mute teachers is a mistake that should be immediately rectified. The pupils in the classes of deaf-mute teachers do not generally reach the standard of excellence in common-school education usually attained by those of the same age, who for the same length of time have been under instruction in classes taught by teachers who can hear and speak. The proofs of this statement your committee has seen written on blackboards and slates in all the schools of the State.

Your committee, therefore, recommends the passage of a law prohibiting the future employment of any deaf-mute teacher in the schools for the education of the deaf to which State or county pupils are sent. The boards of trustees or managers of the several schools are strongly urged to replace the deaf-mute teachers employed in them with hearing and speaking teachers, as soon as possible.

A considerable number of teachers now employed are long past the prime of life, if not indeed aged. The experience of years should not be undervalued, but with age enthusiasm is wont to decrease. The most intelligent and responsive classes, and those of best average excellence, were found in charge of young women or young men generally under 40. Sympathy is a natural and lovely quality, but it is submitted that it should not cause the retention of the services of superannuated teachers as pensioners upon the State, at the expense of the education of all the pupils sent to their classes.



In this connection it should be stated that the inspections by your committee were, with one or two exceptions, the only ones made of these schools on behalf of the State during the year 1892.

There are known to your committee four different methods of educating the deaf. These are:

1. The manual method, or that which employs the manual alphabet and writing as the chief means of education. This is known as the French method. Signs are generally used as the means of communication.

2. The oral method, in which signs are used as little as possible, the manual alphabet is discarded, and articulation and lip-reading, together with writing, are made the chief means as well as the aids of instruction. This is known as the German method.

3. "The combined method; . . . not easy to define, as it is employed with reference to several distinct methods, such as, (1) the free use of both signs and articulation with the same pupils, and by the same teachers, throughout their course of instruction; (2) the general instruction of all the pupils by the manual method, with the special training of a part of them in articulation and lip-reading, as an accomplishment; (3) the instruction of some pupils by the manual method and others by the oral method, in the same institution; (4) the employment of the manual method and the oral method in separate schools, under the same general management, pupils being sent to one establishment or the other, as seems best with regard to each individual case." (See "American Annals of the Deaf and Dumb," vol. xxvi., No. 3, pp. 186-7.)

4. The oral method, with the manual alphabet added as a means to instruction, signs being excluded.

It is not probable that the principal of any school in the State would be prepared to admit that the first or manual method was that used in his school, but to a large extent it is followed in the schools at One Hundred and Sixty-second street, New York; at Rome, and at Malone, that is, most of the classes in the schools named are taught by that method.

The oral method is followed at the schools on Lexington avenue, New York; St. Joseph's, Fordham, and its branches at West-

chester and Brooklyn; also at the school recently opened at Albany. It should be stated that the graduating classes of St. Joseph's schools are taught in part by the combined method, as they entered several years ago, when the schools were taught by that method.

The combined method is said by the principals to be the one followed in the schools at One Hundred and Sixty-second street, New York; at Rome and at Malone. The Buffalo school, which has been a combined-method school, is in a state of transition, desiring to pass from the combined method to the oral method, and making efforts to that end.

The Rochester school must be classed by itself. It is really an oral school, and the manual alphabet is said to be used as an aid to the acquisition of speech. The principal defines his method as the oral method with a spelling attachment, in which English is spoken, written in the air by the fingers, and on the blackboards. A phonetic manual alphabet is also used in this school. No signs are used.

It is fair to assume of the principals that each is of the opinion that the method taught in his school is the best, or he would change it; for they, your committee believes, are virtually autocratic in all matters of education. Your committee in previous reports has not hesitated to affirm his belief that the oral method, as opposed to the manual or combined methods, in both of which signs are freely used, is the best, because it gives speech to many who would otherwise die without it, and is best calculated to give a good English education to all the pupils. Believing as he does, in the advantages of the oral method, it is gratifying to him to note that recent changes are all in favor of its adoption, and the indications are that all the schools will be following this method, with some possible modifications, by the year 1900. The new school at Albany has begun as an oral school; the three schools of St. Joseph's Institute, which ten years ago were combined schools, are now virtually oral schools. At the Rome school, a combined school, two new classes are now taught by the oral method, although not separated from the other



scholars, as they should be. There are classes at the One Hundred and Sixty-second street school taught by the oral method, but not separately, as they should be.

The use of the manual alphabet as an aid to instruction by the oral method has been tried with much success in the Rochester school, and its pupils read the lips and speak better, generally, than those of any other school in the State. It may well be, that when it becomes better known this method will find general approval. It is especially desirable that the best method for instructing the deaf should be ascertained, and that it should be adopted by the State; this is the result which all who are interested in the subject should endeavor to achieve.

The number of deaf pupils taught in the State schools has varied very little for the last ten years. The number reported to the State Board as under instruction October 1, 1882, was as follows:

One Hundred and Sixty-second street, New York.....	469
Buffalo .....	146
Lexington avenue, New York.....	156
St. Joseph's, Fordham, and branches.....	237
Rome .....	166
Rochester .....	123
	<hr/>
Total .....	1,297
	<hr/>

The census taken in each school at the time they were inspected in 1892 showed a total of 1,278 pupils, a slight decrease. On the 1st of October, 1892, the number was 1,297, by a singular coincidence exactly the same as on the same date in 1882. Thus, while the population of the State has increased twenty per cent in the last ten years, the deaf-mute population, so far as shown by the attendance at the schools, has remained stationary, a gratifying fact. There is no reason to believe that there is a relatively larger number of deaf-mute children outside the schools now than there was in 1882.

It is interesting to note that of the 1,297 pupils under instruction in 1882, 1,018 were taught by the combined or sign method,

and 279 by the oral method; and of the 1,278 under instruction at the close of 1892, 657 were taught by the oral method, and 621 by the combined or sign method, including all pupils at the Buffalo school, which is striving to become an oral school, and including also a few classes taught by the oral method in schools still classed as combined.

The advantages of inspection of these schools, enjoyed by the Commissioners of the State Board of Charities as a right, might be availed of through courtesy more generally by the principals of the schools and the members of their boards of managers. Interchanges of visits should be welcome, for not only would a general knowledge of what is being done for the education of the deaf throughout the State be thus acquired, but the information thus gained could be used in raising the standard of those schools which are below the average, and so would be a benefit to all. Inquiry has elicited the fact that such visits are of rare occurrence. The principal of a school in which one method is followed stated to your committee that he visited a school taught by another method, but was not given an opportunity to examine any class until the highest was reached. A careful examination of the graduating classes of the different schools would alone repay interchanges of visits by the principals, as showing the results of the full course in each school. These graduating classes contrast strongly with each other. Your committee has found that of the Rochester school this year further advanced intellectually than any of the others, while that at the Lexington avenue school is also worthy of high praise. These apparently out-rank the others.

The boards of managers are responsible for the appointment of the principals of their schools, and as vacancies occur, or it becomes desirable to make changes, a general knowledge on their part of the different methods of instruction and the results they show would be useful, indeed, would seem necessary, in determining their course of action. It would be advisable for the State Board of Charities to be given the power to approve or disapprove of the appointment of principals.

In some of the schools there is no kindergarten instruction for the younger pupils. By this method instruction can be made



interesting and even delightful to little children. This is done in some schools, notably in Rochester. It is recommended to be given in all schools.

The per capita sums paid by the State and the counties (\$250 by the former and \$300 by the latter) average \$270 per annum paid for the education and maintenance of each pupil supported at public expense. From the statistics given at the opening of this report it appears that this sum was exceeded in all the schools except those at Buffalo, Fordham and branches, and Albany. The classes in the Buffalo and Fordham schools are taught by members of religious orders, who receive no compensation, or a merely nominal sum. Had these teachers been paid as much as those in the other schools, the per capita expenditure would have exceeded the per capita receipts of public money. The Albany school contains but thirteen pupils, who are chiefly private and should be excluded from the table. It may therefore be stated that all the schools expend more for the education and maintenance of public pupils than they receive from the public fund. The result is economy in many directions, which in some is commendable, or at any rate not to be deprecated. In several, if not in all of the schools, economy is, however, practiced in the teachers' salaries, and this is at the expense of the best interests of the deaf wards of the State in the schools. To teach a class of deaf-mutes requires not only intellectual but moral qualities not easily found. Infinite patience is essential; a cheerful manner, and affection for and interest in the pupils. The teacher should be thoroughly competent for the work assigned, and should reside in the school, so as to mingle with the pupils in their daily life out of school. There should be enough of such teachers. Each child needs special attention, and must be taught much individually; the classes, therefore, should be small. A school of 100 should have ten teachers of classes. In some schools, teachers of drawing classes and industries are classed as teachers, which leads to mistakes in ascertaining the number of pupils to a teacher in a class.

Your committee urgently recommends an increase of the per capita sum paid by the State for each of its pupils, viz.: From

\$250, which it now pays, to \$300, the sum paid by the counties. There are about 750 State pupils, so that such change would call for an increased expenditure of \$37,500. The State, in 1877, paid a per capita charge of \$300, subsequently \$275, but since 1883 this has been reduced to \$250. Should the increase to \$300 be made, it should be expended in paying increased salaries for teachers of a higher class, and in the employment of additional teachers.

In all the schools of the State some devoted and intelligent teachers have been met, but there are not enough of them to raise the standard of all the schools to a point which might reasonably be expected.

It has been observed that the association of male and female pupils in the same class has apparently stimulated the advancement of all, and several of the brightest classes examined were mixed classes.

The need of a training school for teachers continues to be felt, and the organization of one in connection with one of the large schools would furnish a source of supply for teachers when needed, and also aid in raising their average ability. It is now extremely difficult to obtain competent teachers of articulation.

As appears by this report, there are eight institutions for the education of the deaf, having ten schools; the number of pupils, if distributed equally among them, would give an average of 130 to each. Your committee is of the opinion that no more schools should be authorized by law to receive State or county pupils, as this would weaken and impair the usefulness of those already organized and authorized to receive such pupils, by withdrawing from them their support.

The notes of inspection which follow were taken by your committee personally at the time of the respective visits, and great pains were taken to make them accurate and fair; the subject of the education of the deaf is interesting, and usually an entire school-day was devoted to the classes in each institution. Statements made by principals or teachers were taken down at the time, and in consideration of the fact that your committee is not a stenographer, and, as a rule, was only able to communicate



with the pupils by writing (except in advanced classes in the oral schools), substantial accuracy may be claimed for the notes, which, in cases, have been verified by correspondence.

This report is respectfully submitted in the discharge of a public duty, with the earnest desire that it may serve to advance the cause of the education of the deaf.

WM. R. STEWART,  
*Commissioner.*

NEW YORK, *December* 16, 1892.

I.

NEW YORK INSTITUTION FOR THE INSTRUCTION OF THE  
DEAF AND DUMB.

ONE HUNDRED AND SIXTY-SECOND STREET AND TENTH AVENUE, NEW YORK.  
Incorporated 1817.

*Principal*, ISAAC L. PEET.      *Superintendent*, C. N. BRAINERD.  
*Inspected November* 3, 1892.

Census on that day:

Officers .....	4
Teachers .....	16
Employes .....	86
	<hr/>
	106
	<hr/>
Pupils, male .....	196
Pupils, female .....	85
	<hr/>
	281
	<hr/>
Total .....	387
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The pupils are classified as follows:

	Male.	Female.	Total
State pupils .....	124	55	179
County pupils .....	68	29	97
Private pupils, pay .....	3	1	4
Private pupils, free .....	1	..	1
	<hr/>	<hr/>	<hr/>
Total .....	196	85	281
	<hr/>	<hr/>	<hr/>

Average per capita cost for maintenance, for the year ending September 30, 1892, less clothing, \$292.64.

The primary department of boys in this institution occupies a separate building, distant about a quarter of a mile from the main institution. It is called the Mansion House, and was formerly occupied as a private residence. At the time of inspection it contained fifty-six pupils, and was crowded. The visit was made early in the morning, and the pupils were assembled in their class-rooms. Five hours are spent in school.

The lowest class in the boys' department was found to be an ungraded class of thirty-six pupils, of whom thirty-two were present. The teacher in charge of them is a deaf-mute, for many years engaged in the institution in this capacity; it was therefore necessary for me to communicate with him by writing, or through another teacher who could hear and speak, and was called in for this purpose. A constant disagreeable purring or moaning sound was kept up by the little boys in this class, not heard by the teacher, and which produced a painful impression upon the inspector; it had not been noticed in other schools. Questions were asked of the teacher of the class through another teacher, by signs. The teacher stated that the average time the pupils had been in this class was over a year, that their average age was 8 years, that fourteen of them came first to school since it opened, September 7; five had remained all summer. The ages of the scholars received since September were given as 5, 6, 6, 7, 7, 8, 8, 8, 8, 9, 9, 9. The method of instruction was to show the name of an object on a chart and have the pupil point out the thing itself, as, "the cup," "the vase," "the quill," etc.; then to show the object and have the pupil point to its name on the chart; the next step being to show the object and spell its name on the hand. When dactylology is learned, the next step is to teach the pupil to write. The teacher stated that he had lost his hearing when one year old. After one year's instruction in this class, on being shown the written sentence, "Erich put the box on the floor," a pupil showed by performing the action that the written words were understood, and on being asked in writing, "What did Erich do?" five pupils wrote on the boards correctly, "He put the box on the floor."



This is the largest class in any school in this State for the education of the deaf. It is the class in which new male pupils are received in the oldest institution for the education of the deaf in the State, and it is in charge of a deaf-mute teacher. It may be stated, without fear of contradiction, that the most important year in the instruction of any deaf child is the first, and every one of these unfortunate pupils is entitled of right to a fair educational start. Beginners' classes should not exceed in number ten or a dozen; in this class there are thirty-six. It may also be fairly stated that a beginners' class should be taught by a hearing and speaking teacher, whose enjoyment of the use of all his senses places him in closer touch with the feeling, the education, and the language of the times; and although the gentleman in charge of this class has, considering the personal disadvantages under which he labors, and the unwieldy number of pupils thrust upon him, accomplished considerable results, yet it cannot fairly be said that the children in the first-year class of this school are given the educational advantages to which they are entitled as of right.

This class should be subdivided and three classes formed from it, and two other teachers should be engaged for this purpose. It is recommended that they should hear and speak. The present condition of the class is highly discreditable to the institution and to the State.

Primary department advanced class, next higher than the preceding; in charge of a lady teacher, hearing and speaking; twenty pupils in two divisions; all present. The teacher stated that these had been on an average about three years in school, that this was a house of reception, that the classes were relatively ungraded, and that all applicants were received and cared for as well as possible in the two classes. Each of the two divisions of this class received instruction in articulation one hour a day. The eleven scholars of the first division wrote their names and ages on the board fairly well, and gave their ages as 8, 9, 10, 10, 10, 10, 11, 11, 11, 11, 11. The method of instruction at the time was in writing instructions on the board. The

teacher wrote, "Fred, take my key off my desk and give it to Mr. Stewart." A scholar performed the action, and another scholar wrote, "He took your key off your desk and gave it to Mr. Stewart." The eleven scholars wrote this correctly on the boards, in fairly good writing. Roman numbers written on the boards were translated into figures. The nine scholars of the second division also wrote their names and gave their ages as 8, 9, 9, 9, 9, 9, 10, 10, 10. Some of the scholars in this class could spell on the hand quite well. Considering the number in the class and the previous disadvantages, the teacher has done well with these pupils.

In the Mansion House, which contains the primary department above referred to, there reside a matron, teacher, two supervisors, and seven employes who do the housework. It is independent of the main institution; all the cooking, etc., is done in it for its inmates. The dormitories were clean and neat; board floors well scrubbed, no chairs or carpets, good mattresses for the beds, and clean, good spreads. The matron stated that there was accommodation for sixty, but there are only two good class-rooms in the building. The children are bathed once a week in a round tank in the basement; the articulation class-room is in the basement and adjoining the bath-room. At the time of inspection the boys of this department only had the clothes they wore on their backs; the wardrobes were empty of all but a few ragged clothes. The matron stated that she expected new suits would come at Thanksgiving.

#### MAIN BUILDING.

This is finely situated on the cliff overhanging the Hudson river, and has been frequently described in former reports. Following his custom, your committee gave most of his time and attention to an examination of the pupils in their class-rooms. A close inspection of the pupils in this building was, however, made when they were assembled at dinner in the dining-hall; the boys were seated on one side of an aisle extending lengthwise through the room, and the girls on the other. There were seven



tables for the boys, and 16, 19, 19, 20, 18, 18, and 18, or 123, were in their seats; the count, including the monitors, showed 135 boys present. The girls were seated at five tables; 15, 17, 20, 18, and 5, 75 in all, were counted. The tables were covered with clean white cloths, and the dinner consisted of corn-beef, beets, potatoes, rice, bread and butter, and water to drink served in coarse white china mugs; there was no dessert. The pupils, as a rule, looked clean, healthy and cheerful; but there were among them many of apparent defective type, and of a low order of intelligence.

#### BOYS' DEPARTMENT.

Class 9 (or lowest).—Nine pupils, all present. A hopeless-looking, defective class, several members of which should more properly be cared for in an idiot asylum. The deaf-mute teacher in charge gave their ages as 8, 10, 10, 11, 14, 14, 14, 14, and 23.

Class 10.—Of a higher grade, though a lower class number, than the preceding. Ten pupils, nine present; a few of them semi-deaf. The pupils wrote their ages on the boards, being assisted in several cases, as 13, 14, 14, 14, 15, 15, 15, 17, etc. Average time in school, about three years. This class also is of a low average of intelligence; the handwriting was poor, and some simple words were misspelled. The teacher, a female, hears and speaks.

Class 8.—Nine pupils, eight present. A deaf male teacher in charge. On written request that he have the boys write their names, residences, and ages on the boards, he gave the order by natural signs, and they wrote fairly as a rule, giving their ages as 10, 11, 13, 14, 15, 15, 15, and 20. The average time in school was given as about a year and a half. The teacher stated that most of these pupils had not been through the primary department. The lesson was from a manuscript prepared by the principal; signs and much pantomime were used in this class; questions and answers were regarding actions performed. Upon request, the teacher and one or two scholars spelled a sentence on the hand. The teacher stated that he was born deaf.

Class 7.—Next higher; fifteen scholars, all present. Being requested to do so, they wrote their names, ages, residences, and time in school on the boards; the ages given were 12, 12, 12, 13, 13, 15, 15, 15, 16, 16, 18, 19, 19, 21, 22, and the average time in school about four years. A sad-looking class, apparently ungraded, but said to be on the same intellectual level. Signs and pantomime in general use.

Class 6.—Seventeen pupils, fifteen present; a male teacher, hearing and speaking. The instruction was by dactylology. The pupils were asked to write their names on the boards, and did so in good handwriting, as a rule. They gave their ages as 11, 11, 11, 12, 12, 13, 13, 13, 13, 13, 13, 13, 13, 13, 14. A well-graded class and bright looking. Twelve came from New York city and one from New Orleans. Average time in school, about five years. The teacher spelled the questions, and the pupils translated them into signs before writing the answers on the boards. The lesson was in articulation by the Bell system, and the pupils spoke "papa," five of them well, eight not so well, and two poorly; all but two so as to be understood.

Class 5.—Ten scholars, all present. A male teacher, hearing and speaking. The scholars gave their ages as 15, 16, 19, 19, 21, 21, 21, 22, 23, a majority being of age in the class; average time in school given as between two and three years. These pupils came very late to school. The lesson was in writing journals, and the teacher made corrections in red ink. A Chinese, aged 22, was a pupil in this class; he came to the United States a year ago, and has learned to write English quite well; he was seen to write several sentences, which he had memorized, correctly on the boards; he was said to have been born deaf.

Class 4.—Fifteen scholars, all present. The boys wrote their names well, and gave their ages as 13, 13, 13, 13, 14, 14, 14, 14, 15, 15, 15, 16, 16, 16, 16, and the average time spent in school as six years. The teacher stated that in this class instruction was given by spelling on the hand, and that when this was not understood he used signs in explanation; the lesson was in the history of the United States, and the answers were, as a rule, correctly and rapidly written. An intelligent class, creditable



to the teacher, a male, who hears and speaks. The word "papa" was articulated well by two boys, not so well by seven, and poorly by six.

Class 3.—Eight pupils, all present. Average time in school, about five years. A hearing and speaking male teacher in charge. The pupils wrote their names and ages on the boards, their handwriting being generally rapid and good; they gave their ages as 14, 17, 18, 19, 20, 21, 21, and 22; a story told by the teacher was written on the boards.

Class 2.—Fifteen pupils, fourteen present. The teacher a male, deaf, but able to speak. The pupils wrote their names, ages, and residences well, with few exceptions, and gave their ages as 13, 14, 15, 15, 15, 16, 16, 17, 17, 17, 18, 18, 18, and 19, and the average time in school was given as eight years. Questions were asked in spelling on the hand, and by signs; the boards were covered with a story given by the teacher, and well written by the boys in most cases. Corrections were made in colored chalks—a good system. A reading lesson was given, the teacher spelling the words of the question, the pupils answering by signs and by spelling; the word "treaties," not understood by the pupils, was explained in signs; the pupils made responsive signs to show they understood the explanation. In this class, and in some others, the pupils rose when the inspector entered the classroom.

Class 1.—Fourteen pupils, all present. They wrote their names, ages and residences handsomely, without exception; they gave their ages as 16, 18, 19, 19, 19, 20, 20, 20, 20, 20, 21, 21, 21, 22. Seven came from New York, one from Winnipeg, and others from Albany, New London, etc. They gave the years spent in school as 6, 7, 8, 8, 9, 9, 9, 10, 11, 12, 12, 13, 13, and 13. This class has been taught articulation as an accomplishment for about six years. On trial of their voices, with the word "papa," three spoke it well, three not so well, and eight poorly.

High class, mixed, containing both boys and girls—thirteen boys, of whom nine were present, and seven girls, all present, in charge of a hearing and speaking male teacher. The boys gave

their ages as 18, 18, 20, 20, 20, 20, 21, 21, and 26, and the girls as 15, 17, 18, 20, 21, 21, and 23. The period in school averaged about ten years. Most of the pupils in this class gave their ages audibly, reading the question from the teacher's lips. The teacher spelled on the hand sentences given him by the inspector, and these were correctly read and written on the boards by about ten members of the class simultaneously. The sentences were: "Mr. Stewart is a member of the State Board of Charities, and on its Committee on the Deaf; he visits every school for the deaf in the State, and looks into the face of every pupil." Also the following: "There are ten schools for the deaf in the State. This is the oldest; the others are Lexington Avenue, New York; St. Joseph's Female Department, Fordham; Male Department, Westchester; Female Department, branch, Brooklyn; Buffalo, Rochester, Rome, Malone and Albany." The number of pupils in each school was given by the inspector, and correctly read from the fingers and written on the boards.

This is an intelligent, earnest class, and reflects credit upon its teacher.

#### FEMALE DEPARTMENT.

Owing to the time spent in the classes of the male department, and the large number of these, but little of the day remained for the examination of the classes of the female department, and it was necessary, therefore, to pass through them hurriedly.

Beginners' class.—Sixteen pupils, 14 present; all received since the school opened in September; they are given the same instruction as the little boys of the first year in the Mansion House; they gave their ages as 5, 6, 6, 6, 6, 6, 7, 8, 8, 13, 13, 13; two not given.

Class 5.—Next higher; 12 pupils, all present; they gave their ages as 7, 8, 10, 10, 11, 12, 12, 12, 12, 13, 13 and 13. In this class questions were spelled and answers given by digital signs. On trial of the voices, with the word "papa," six spoke it well, three not so well, and three poorly, but all were heard.

Class 4.—Next higher; 13 pupils, all present; they gave their ages as 8, 9, 10, 10, 11, 13, 13, 13, 13, 14; three not given.



The pupils in this class could write their names well, and also gave their residences. Most of them came from New York. On trial of the voices, with the word "papa," four spoke it well, three not so well, and six poorly. This is an earnest class.

Class 3.—Fifteen pupils, all present. Questions by dactylology; the pupils wrote their names, ages and residences, as a rule, well. They gave their ages as 12, 13, 14, 14, 14, 15, 15, 15, 15, 16, 18, 19, 20, 23, and 24; one girl gave her residence as Apex, Delaware county, N. Y. They gave the years in school as 4, 6, 6, 6, 6, 7, 7, 7, 7, 8, 8, 8, 8, 8, and 9.

Class 2.—Ten pupils, all present. They gave their ages as 19, 19, 21, 21, 21, 22, 22, 22, 24, and 27. They wrote their names and years in school usually well, and gave the time as 2, 4, 4, 6, 7, 9, 11, 11, 13, 13 years. Several pupils wrote: "I am here four years." The lesson was, at the time, in the geography of South America; the usual method of instruction was said to be by spelling on the fingers. The sentence, "A fat hen lays eggs in a nest," was articulated poorly by some members of the class; the voices were painful to hear.

Class 1.—Eleven pupils, ten present. They wrote their names handsomely, and gave their ages as 12, 13, 13, 14, 14, 15, 15, 17, 17, and 19; and years in school as 3 months, 6, 6, 7, 7, 7, 10, 10, 10, and 11 years. On trial of the voices, with the word "papa," all were able to speak it well; the vowel sound "i" was also well given by the pupils, and the "u" sound well by six, and poorly by four. There were several very good voices in this class, and it is a pity that they had not been taught by the oral method. It was stated that about six hours are spent in the class-rooms; some of the classes were seen out of the usual hour and order for the purposes of inspection.

A considerable number of defective or idiotic pupils were noticed in the classes of this school. They must hinder the advancement of the other pupils in the classes and disorganize the work of the school. After a fair trial they should be returned to their homes.

The art department in this school is excellent; as good as, if not better than, that in any other school for the deaf in the State.

Much of the work of pupils in the classes was very good, and your committee learned with pleasure that specimens will be sent to the coming Columbian Exhibition. The teacher, a young woman, showed a natural pride in the productions of the pupils.

*Postscript, December 19, 1892.*

The principal has informed your committee that since his inspection in November, the pupils of the beginners' class of thirty-six boys, taught at that time by a deaf-mute male teacher alone, have had assigned to them two hearing female teachers in addition, so that the class is now taught by three teachers. This information is highly satisfactory.

II.

LE COUTEULX ST. MARY'S INSTITUTION FOR THE  
IMPROVED INSTRUCTION OF DEAF-MUTES.

125 EDWARD STREET, BUFFALO.

Incorporated 1861.

*Principal, Mother MARY ANN BURKE.*

*Inspected November 11, 1892.*

Census on that day:

Officers .....	4
Teachers .....	11
Employes .....	22
<hr/>	
Total .....	37
<hr/>	
Pupils, male .....	69
Pupils, female .....	54
<hr/>	
Total .....	123
<hr/>	

All the officers, teachers and employes except nine belong to the religious order of Sisters of St. Joseph.



The pupils are classified as follows:

	Male.	Female.	Total.
State pupils .....	34	24	58
County pupils .....	24	22	46
Private pupils, pay .....	8	7	15
Private pupils, free .....	3	1	4
	<hr/>	<hr/>	<hr/>
Total .....	69	54	123
	<hr/>	<hr/>	<hr/>

Of these, all the female and thirty-nine of the male pupils live in the institution on Edward street, and thirty of the younger boys live at a branch house about five miles distant.

The average per capita cost for maintenance, for the year ending September 30, 1892, including clothing, was given as \$217.60.

The Sisters of St. Joseph are the teachers. They wear a religious dress; all hear and speak; an assistant employed at the branch house is deaf.

#### BRANCH HOUSE, MAIN STREET.

When inspected, contained seven sisters and thirty small boys. These were seen assembled in the class-room, in charge of two sisters and an assistant; twenty-eight boys in their places and in three grades.

The tenth, or lowest, grade contained sixteen pupils. Of these, eleven came to school first since September; their ages were given by the teacher as 4, 6, 6, 7, 7, 8, 8, 8, 9, 10, 15. These were taught objects, of which there was a large collection. A rabbit was shown a pupil, and then its name spelled on the hand; the pupil then spelled the word, made the sign for it, and wrote it on the board. Although an hour a day of articulation lesson is given these children, the long "a" sound was given badly by three boys, poorly by two, and fairly by six; most of these beginners had some knowledge of dactylology, and could write some simple words.

Ninth grade.—In two divisions. The lowest nine boys gave their ages as 9, 9, 10, 10, 10, 10, 11, 12, 12; three of them read the question from the teacher's lips, and gave their ages quite audibly; their time in school was given as 2, 2, 2, 2, 2, 3, 3, 3, and 4 years. The word "papa" was spoken badly by two

poorly by two, and fairly by five in this grade. The higher division of this grade contained five boys, who gave their ages as 11, 11, 11, 12, and 12. Three of them articulated their ages, two of them fairly well; the years in school were given as 4, 4, 4, 4, and 5. Three boys in the branch were not examined.

The house was found clean and suitable for its inmates. The children looked well and neat. The house is an old frame residence, and a class-room has been added. The two dormitories contained sixteen and fourteen beds, each having by its side a strip of carpet and little chair. They were home-like, and the beds good and covered with clean spreads.

The branch needs a second class-room, if thirty pupils are to be kept in it.

#### MAIN BUILDING.

##### *Boys' Department.*

Tenth grade.—Six pupils, all present; questions by dactylology; wrote names and ages, 13, 13, 14, 14, 14, 15; wrote their residences; gave years at school as 2, 3, 4, 4, 9, 9. Fair writing, generally, but strange transpositions of words in the sentences; as, "I have two years at school," "I have been at three years school," "I have been four years to go school," "I have nine years," "I have nine years to go school." Nobody in the class could articulate "papa" well, but they could read a little from the lips.

Ninth grade.—More advanced than above; five pupils, four present; wrote their name and ages well—13, 14, 14, 15—and read questions as to time at school from lips; gave this as 3, 5, 5, and 5 years. Two wrote answers correctly; two made grammatical errors. "Papa" articulated fairly by one, poorly by one, and badly by two. Two boys were also taught separately in this class-room.

Eighth grade.—Five boys, all present; the lesson was in describing actions. On request made through the teacher by spelling, they wrote their names, ages, residences and years at school. The ages given as 14, 14, 15, 16, 18; the time at school was 2, 3, 3, and 4 years and two months. One wrote, "I am four years at school." A backward class.

There is no seventh grade.



Sixth grade.—Eleven pupils, ten present; they wrote their names well, and gave their ages as 14, 15, 15, 15, 16, 16, 16, 17, 18, and 18, and wrote their residences well. The time in school was given as 5, 6, 7, 7, 8, 8, 8, 9, and 9 years and two months. In this class the questions were read from the teacher's lips with some facility; eight of the pupils were said to have been born deaf. On trying their voices, "papa" was spoken badly by three, poorly by four and fairly by three.

Mixed class.—Six pupils, all present—one of them a blind lad, deaf, but having speech, very intelligent and interesting; and one or more defective, idiotic looking, and should more properly be at an asylum for feeble-minded; their ages given as 20, 20, 21, 21, 22, 27. A discouraging class, requiring infinite patience in its teacher.

There is no fifth grade.

Fourth grade.—Three pupils, all present; wrote their names and ages, giving them as 10, 18, and 21, and read the lips a little; gave the time in school as 6, 7, and 10 years; questions put in part by spelling; their residences were well written. One other pupil separately taught.

There is no third, second or first grade of the boys' department, and the grading given is unsystematic and confusing. Two tenth and three ninth grades were given in the boys' department.

### *Girls' Department.*

Tenth grade, lowest.—Fourteen pupils, two divisions. In the lowest, eight pupils, ages 6, 6, 6, 7, 7, 8, 9, 10, the oldest paralyzed and taught separately. The school year began September six; four of these pupils came since then. Four could write their names. The system of instruction is to show an object and speak its name; the scholars learn to write it, to spell it on the hand and articulate it.

Of five beginners at the boards, three were said to be congenitals; one could articulate "ball" fairly, the others could not. The higher division contained six pupils. The teacher spoke the questions, and the pupils wrote their names, and gave their ages as 7, 8, 8, 8, 9, 11 years. The teacher stated that no signs

were used in the school. When told by spelling to sit down, these pupils did not seem to know what to do; little progress in articulation and lip-reading was shown.

Ninth grade.—Fourteen pupils, all present; instructed in two divisions. Lower division first examined; five girls; ages asked by speech, and given as 9, 10, 11, 12, 12 years; they wrote their names and ages well on the boards. “Where do you live?” read correctly from the teacher’s lips by five pupils, and answered. “How long have you been at school?” could be read and answered only by one pupil after several trials. The average time spent in school was two years. The higher division of this class contained seven girls, all present. They wrote their names well, and gave their ages as 9, 9, 9, 11, 11, 12 years; one not given. On trial of their voices with the word “papa,” six spoke the word badly and one poorly; they gave the “b” instead of the “p” sound. All, however, have some voice.

Eighth grade.—Ten pupils in two divisions, eight pupils present. The lower division, three older girls, the teacher stated, could not read the lips or articulate. Their ages were given as 13, 17, 18. The girl of 17 is paralyzed. They had been in school 3, 3, and 4 years—a sad-looking trio of defective intelligence; they came too late to school. The pupil of 17 should probably be sent to the asylum at Syracuse. The upper grade of this class contained five pupils. They were questioned by speech, the questions read from the lips, and answered well written on the board. To the question, “How old are you?” the pupils wrote their ages as 8, 9, 12, 13, 14 years. “How long have you been at school?” The answers were well written. “I have been at school one year,” 2, 4, 4, 4 years. Two of these pupils are semi-mutes, and three were born deaf. They wrote their residences well, and could give some idea of the sounds of the words in one of these sentences.

There is no seventh grade.

There is no sixth grade.

Fifth grade.—Nine pupils, seven present; all wrote their names and residences well, and, reading from the lips, gave their ages as 13, 13, 14, 14, 15, 15, 16 years. The handwriting generally was



rapid and good; they gave the time in school as 5, 5, 5, 5, 5, 7, 8 years. The teacher said they had progressed in arithmetic through division, multiplication and subtraction, and were in the No. 2 geography. On trial of their voices with the word "papa," four spoke it badly, two poorly, and one fairly; they gave the "b" or the "m" sound, but all had some voice. These pupils were not able to read from the lips and write correctly, "Mr. Stewart has heard all your voices." There were various mistakes of words and grammar made.

Fourth grade.—Six pupils, all present; the highest grade of girls. Their names and ages were well written on the boards in answer to questions read from the lips. They gave their ages as 15, 18, 18, 18, 19, 19, and the years spent in school as 3, 4, 5, 8, 8, and 8. Trial of their ability to read from the teacher's lips and write correctly the following sentence, given by the inspector, was made: "Mr. Stewart is a member of the State Board of Charities." None of the pupils knew the meaning of the word charities, and it was explained to them by the fingers. "He sees all the deaf in the State every year; there are schools at Buffalo, Rochester, Rome, Malone, Albany, Brooklyn, Fordham, Westchester, and two in New York." This sentence was read and written with difficulty; probably twenty minutes or half an hour were spent before it was correctly written on the board by any pupil. On trial of the voices, five spoke "papa" poorly and one well.

This concluded the examination of the classes. Five hours are spent in school, 9.30 to 11.30, and 1 to 4. Thirty-two girls and thirty boys are taught in the art class.

The boys are given industrial training as follows: Twelve are instructed in printing, three in chair-making, twelve in tailoring, and these make all the clothing worn by the boys in the institution; five are taught chair-caning, and ten wood-carving. The girls are taught—plain sewing, twenty; dressmaking, eight; cooking, twenty; and fancy work.

The dormitories were inspected and found clean and in good order and repair; the floors were pine; good wooden beds, usually with wire springs and hair or cotton mattresses, each bed

having a strip of carpet and a chair, a good pillow, and covered with a clean white spread. Two dormitories on the boys' side, one with twelve beds, having an unventilated closet opening into it which should be removed; another, up a flight of stairs, contained thirty beds; a sister in charge occupies an adjoining room. On the girls' side of the house there were two dormitories, one containing thirty-one beds and the other twenty-six; the rooms were home-like, well lighted and ventilated, and curtains, arranged so as to screen the beds from each other and from the passageway down the middle of the room, give privacy, and yet allow of the circulation of air.

The dinner consisted of scrambled eggs, mashed and fried potatoes, corn-bread, pickled pears, butter, and water to drink; apples for dessert. The sister said that usually they had meat for dinner, but, this being Friday, they had eggs; sometimes they had fish. The pupils set the tables, which were covered with red cloths; the water was served in glass jugs with handles; the dining-rooms in the basement are below the level of the ground, and are dark, unpleasant and unsuitable rooms for the purpose, and provision should be made for serving the children's meals on the first floor.

The superintendent stated that the general health of the pupils for the year had been good, and that there had been no deaths. The pupils looked well and were properly dressed.

The Buffalo school is classed as a combined school, but signs are not generally used, and there is an evident desire on the part of the teachers to use them as little as possible, and to adopt the method of instruction by articulation and lip-reading. It would seem to be easy, considering this disposition of the force of teachers, to make the Buffalo school a pure oral school, and your committee emphatically recommends that this decision be made. This would necessitate the engagement of some teachers who have been educated and trained as articulation teachers.

This school was also inspected by Commissioner Letchworth, on the 4th of January, 1892.



III.

INSTITUTION FOR THE IMPROVED INSTRUCTION OF  
DEAF--MUTES.

LEXINGTON AVENUE, BETWEEN SIXTY-SEVENTH AND SIXTY-EIGHTH STREETS  
NEW YORK.

Incorporated 1867.

*Principal*, D. GREENE.

*Inspected October* 19, 1892.

Census on the day named:

Officers .....	7
Teachers .....	16
Special teachers .....	5
Employes .....	17
<hr/>	
Total .....	45
<hr/>	

Pupils, male .....	98
Pupils, female .....	95
<hr/>	
Total .....	193
<hr/>	

The pupils are classified as follows:

	Male	Female.	Total
State pupils .....	58	46	104
County pupils .....	35	43	78
Private pupils, pay .....	5	6	11
<hr/>		<hr/>	<hr/>
Total .....	98	95	193
<hr/>		<hr/>	<hr/>

The average per capita cost for maintenance for each pupil, for the fiscal year ending October 1, 1892, is reported, \$284.89.

The institution is a pure oral school, and all the officers and teachers hear and speak.

The building, upon inspection, was found in good order and repair, the dormitories clean and pleasant, well lighted and ventilated. On the girls' side of the building every bed in the dormitories was said to be assigned to a pupil; on the boys' side a few

beds were vacant; the pupils' toilet articles are kept in lockers in the dormitories. The beds were clean and well arranged, and the wash-rooms in good order. Most of the dormitories contained about twenty-four beds, which are provided with good white spreads. The halls and stairs were scrupulously clean, and the housekeeping excellent.

The superintendent stated that the general health of the pupils for the year to date had been good, and that no deaths had occurred within that period; there were a few cases of mumps in November, 1891, but these were not serious.

Your committee visited the class-rooms, in which the pupils were found assembled, beginning with:

Class O.—The lowest class, which contained eleven pupils, of whom ten were present, four girls and six boys. Of the pupils present, six had come to the institution since the school year began, September 12 last, and four came in the spring of 1891. Their ages were respectively, 6, 6, 6, 6, 7, 7, 7, 7, 7, and 8. One came from Staten Island; the others were all from New York city. The instruction at the time was in reading from the teacher's lips, and voicing little words, such as "papa," "bow," "arm," "thumb," and all the new pupils were found to have some, and most of them fair, voices.

Class N.—Next higher, was found to contain eleven pupils, of whom nine were present, four girls and five boys, of whom four were new pupils since the school year began, and the others last year pupils; and their ages were given as 7, 7, 7, 7, 7, 9, 10, 11, 11, 11, 11. One of the pupils was said to have come from Brooklyn and one from Pelham; the others from New York city. The lesson at the time was the same as in Class O, the articulation of simple words. Some weak voices were noticed in this class.

Class M.—Eleven pupils, of whom nine were present, four girls and five boys. The ages of those present were given as 7, 7, 7, 7, 8, 9, 10, 10, 12. Last year's pupils; on an average under instruction about eight months, and all from the city of New York. The lesson was in language, and the word "bell"



was articulated by each pupil in turn audibly, and in most cases so as to be understood by the inspector; the pupils were also writing on slates, and the sentence, "I saw an apple," had been fairly well written by several of them.

Class L.—Twelve pupils, eleven present; four girls and seven boys. Average age, about 9 years; average period under instruction, about eighteen months. The pupils read from the teacher's lips and articulated simple sentences; as, "I have a badge." "I will go home." All the pupils in the class had some voice. Eight seemed quite fair, and three weak.

Class K.—Eleven pupils, all present; five girls and six boys. Average age, about 11 years; average time under instruction, about two years. The lesson was in arithmetic. The question spoken by the teacher was read from her lips, repeated aloud, and the answer given by the scholars in turn. For example, "How many are two and five?" "Two and five are seven." All the voices were tried, and with one or two exceptions were found hopeful. The counting frame was in use in the class, and by its aid most of the questions were answered correctly.

Class J.—Eleven pupils; two boys and nine girls, of whom one came from Georgia, the others all from New York. Average period under instruction about two years and a half, and the ages given as 8, 8, 8, 8, 10, 11, 11, 12, 12, 13, 13. The lesson consisted in reading from the board sentences written there; viz., "I put my ball into the closet." Some difficulty was experienced with the word "closet," which the teacher explained was a new word to the class; the words "book," "pencil," were spoken in chorus by the class very well.

Class I.—Twelve pupils, nine girls and three boys, all present; on an average about three years and a half under instruction; were seen in the kindergarten school, weaving mats of paper. On trying their voices, I found, upon exhibiting my watch, that each could voice the word audibly, and most of the pupils quite well.

Class H.—Thirteen pupils, three girls and ten boys; on an average under instruction about four years. In answer to my spoken question, "How old are you?" the scholars replied, giv-

ing their ages as 10, 11, 11, 11, 12, 12, 12, 13, 13, 14, 15, 17, 17. At the time of my visit the class was being drilled in articulation speaking in chorus and singly the words, "candy," "eat," "like," etc., etc. All had some voice.

Class G.—Fourteen scholars, twelve present; the full class consisted of four girls and ten boys, on an average about four years in school. The scholars gave their ages, 8, 10, 11, 11, 12, 13, 13, 13, 13, 14, 15, 15. The answer giving age was articulated by each in turn, as a rule, so as to be understood. The lesson at the time was writing sentences in the copy-books; the handwriting was fair and not good.

Class F.—Fifteen pupils, five boys and ten girls, of whom thirteen were present. In answer to my question of each scholar, they gave their ages as 10, 11, 12, 12, 12, 12, 12, 13, 13, 13, 13, 14, 14. I heard all the voices. The lesson was in object drawing, cubes, squares, etc., and one of the scholars wrote rapidly upon the board a statement showing a former acquaintance with the inspector.

Class E.—Fourteen pupils, twelve present; seven girls and seven boys. On an average, between four and five years under instruction. The pupils gave their ages, usually so as to be clearly understood, as 10, 11, 12, 13, 13, 13, 14, 14, 14, 16, 16, 17. The lesson was in writing in journal form in the copy-books of school events which had recently occurred; as, for example, the purchase of new chairs, and having grapes for dessert.

Class D.—Thirteen pupils, all present; eight girls and five boys. The scholars voiced their ages as 12, 12, 13, 13, 13, 14, 14, 14, 14, 14, 14, 17 and one omitted. As a rule, I understood the replies of their ages, as given correctly. The lesson at the time was in free-hand ornamental drawing of conventional designs, and some good work was shown.

Class C.—Twelve pupils, five girls and seven boys, of whom ten were present. On an average, six years under instruction. In reply to my question, "How old are you?" the pupils replied, "I am 14 years old," etc. All had some voice; there were some semi-mutes in this class. The ages given were 12, 13, 14, 14,



14, 15, 15, 15, 16, and 18. The lesson was in penmanship, but the samples seen in the copy-books were rather poor, considering the age of the scholars and the time under instruction. Indeed, in penmanship this school seems to fall short of the average found in some other schools for the deaf.

Class B.—Sixteen pupils, eleven girls and five boys, of whom fifteen were present. On an average, seven years under instruction. In reply to the question put by the inspector, "How old are you?" the scholars replied, giving their ages—"I am 13 years old," 15, 15, 16, 16, 17, 17, 17, 17, 18, 18, 19, 19, 20, and 21—in every case so as to be understood. The answer given was written down in a note-book, and in some cases shown to the pupil after the reply was given, so that he might see that the reply was audible and had been understood by the inspector; this gives encouragement to the pupil. The lesson at the time was writing in copy-books; the samples shown were fair, and evinced considerable knowledge of language.

Class A.—The highest class attained. Fourteen pupils, six girls and eight boys, of whom all were present. In reply to the usual question as to age, the pupils said that they were aged respectively 14, 14, 15, 15, 16, 17, 17, 17, 18, 18, 18, 18, 19, 20. The teacher stated that five of the number were congenital deaf-mutes. On asking a pupil, "How long have you been in school?" the question was read from my lips, and the reply given as seven years. On inquiring of the next pupil, "What year did you come to school?" the answer was, "I came to school in 1883." Your committee, by the courtesy of the teacher of this class, took his seat and spoke to the class on a variety of subjects; and his lips were read and the words articulated and written on the board by one or more members of the class correctly. The examination showed very considerable facility in reading from strange lips, and the possession of quite an extensive vocabulary by the scholars of the class. A visit to class A in this school is most interesting, and, indeed, the inspection of this institution is one of the most agreeable duties which devolves upon the commissioner who has been charged by the State Board of Charities with the work of making the annual statutory visit.

IV.

ST. JOSEPH'S INSTITUTE FOR THE IMPROVED INSTRUCTION OF DEAF-MUTES.

FORDHAM.

Incorporated 1875.

St. Joseph's Institute consists of three separate schools for the instruction of the deaf, viz.:

- 1. Female department, Fordham, Westchester county.
- 2. Male department, Westchester, Westchester county.
- 3. Female department (branch), Brooklyn.

The female department at Fordham is the original institution. A governing board of lady managers has charge of all the schools, each of which has its own principal. The teachers belong to a religious order, live in the schools, and receive no salary. They do not wear a religious garb.

On the dates of inspection of the several schools they contained 298 pupils, viz.:

1. Female department, Fordham .....	97
2. Male department, Westchester .....	138
3. Female department (branch), Brooklyn .....	63
Total .....	298

And these pupils together were classified as follows:

	Male.	Female.	Total.
State pupils .....	65	79	144
County pupils .....	63	69	132
Private pupils, pay .....	3	5	8
Private pupils, free .....	7	7	14
Total .....	138	160	298

This is an increase of twenty pupils since the report of this committee dated December 31, 1890.

The annual per capita cost for maintenance for the three schools taken together, for the year ending September 30, 1892,



was \$238.86. This comparatively low average cost is mainly owing to the fact that in these schools the teachers generally receive no salaries. All the teachers in St. Joseph's Institute hear and speak.

Here follow notes of inspections of the three schools.

FEMALE DEPARTMENT, FORDHAM.

*Principal, Miss MARY B. MORGAN.*

*Inspected November 1, 1892.*

Census on that day:	
Officers .....	1
Teachers .....	8
Employes .....	12
<hr/>	
Total .....	21
<hr/>	
Pupils, female .....	97
<hr/>	

Of these, fifty-one are State pupils; forty, county pupils; two are paying private pupils, and four are free pupils.

The inspection at the schools at Fordham and Westchester was made on Tuesday. Thursday is observed as a holiday in all these schools, but the day chosen for inspection proved to be a religious holiday. Some of the teachers were absent, and the children were playing about the grounds. In courtesy, however, to your committee, the principal gave orders to have them assemble in their classrooms for examination and inspection, which, when concluded, class by class, they were dismissed.

The preparatory, or lowest, class contained nineteen pupils, of whom eighteen were present, and one, a day scholar, absent. New scholars are usually received in this class, and since the school year began, September 12, ten had been received, aged respectively 5, 5, 6, 7, 7, 7, 8, 8, 11, and 11 years; the other scholars had

been on an average about seven months in school. Most of them came from New York city; one from Troy. St. Joseph's is a Roman Catholic institution, but the principal stated that no children were refused on account of faith; one child in this class was not a Roman Catholic. On trial of the new scholars, six of them spoke the word "papa" well, three of them not so well, and one poorly. In the opinion of your committee this class is too large and should be subdivided; this would involve procuring another teacher.

In all St. Joseph's schools the pupils are taught to show respect to the inspector, rise promptly on his entering the room, and remain standing until requested to be seated. As the scholars are called for examination, each bows on taking his place by the board, and before resuming his seat. This custom is praiseworthy, and, as a tribute of respect to the State, which, in the main, supports and educates the pupils in the schools for the deaf, should be generally followed. St. Joseph's is an exception to the rule in this respect.

Class F.—Next higher; contained eleven pupils, and was seen at dinner, but not examined in its class-room.

Class E.—Fourteen pupils, all present. Average age, 12 years; average time in school, about four years. The teacher asked a pupil: "What is your name?" The question was read from the lips, and written on the board; the answer written on the board: "My name is G. B.;" and then both question and answer were repeated aloud. This is the usual custom of examination, to show that the lips are read, the handwriting and spelling of question and answer, and the sound of the voice. Different questions were put to the members of this class, correctly answered, and, as a rule, the answers were understood by the inspector. This is a bright class, of high average intelligence, and it reflects credit upon its teacher.

Class D.—Sixteen pupils, all present. Average age, 13 years; average period in school, five years. In the absence of the teacher of the class, another teacher took temporary charge of it. In answer to her question, "Did you ever see Mr. Stewart before?"



six scholars simultaneously wrote and spoke the question and answered it correctly, in some cases giving dates; the writing of the class on their slates was good.

Class C.—Also seen at dinner and not in the class-room; contains two divisions and nineteen pupils, who have been, on an average, ten years in school. This class was received when the “combined method” was taught in the school, is still instructed by that method, and is the last remaining class in the school so instructed; when it graduates, St. Joseph’s, Fordham, will be a pure oral school. In this connection the teacher stated that articulation had been taught in the institute for twelve years, and that no signs had been used in the classes for four years.

Class B.—Fourteen pupils, of whom twelve were present. Average age, 13 years; average time in school, six years. The teacher asked a pupil: “Who discovered America?” The reply, written and spoken, was: “Christopher Columbus, an Italian navigator.” Of another pupil: “Why were the houses decorated about two weeks ago?” “In honor of Columbus having discovered the New World. Of a third pupil: “Of what is Congress composed?” The answer was: “Of Representatives and Senators.” Another scholar gave the location of several of the schools for the deaf in this State; another named the Governor; one said she lived at Rondout, and another at Troy. On trial of all the voices, one by one, the scholars gave their ages as: “I am 12 years old,” etc., etc., nine of them in good voice, and three not so well.

Class A.—The highest class of the oral department; twelve pupils, all present. Average age, 17 years, the oldest being 19 and the youngest 15; average time in school, eight years. The lesson was in Bible history, five pupils being examined at the boards at a time; the handwriting was rapid and good, as a rule. The teacher stated that the vocabulary used by the members of this class was so extensive that she did not have to choose words; the class was familiar with language in ordinary use. On trial of the voices, most of them were full and good, three or four were

indistinct. The following sentence, given by the inspector, was taken from the teacher's lips by five scholars, written correctly on the boards, and spoken more or less distinctly by them, all who were requested to do so: "Mr. Stewart says he hears you all have some voice, that he understood several of you clearly, and something spoken by every one; so, you see, you are not really mute."

All the pupils were seen assembled at dinner, which meal consisted of roast beef, potatoes, beans, cabbage, bread, water, and grapes for dessert. There are two dining-rooms, adjoining each other, in the basement. In one there are four tables, at which the oral pupils are seated; in the other room one table was assigned to oral pupils, and on the other side of a folding screen, about six feet high, two tables were assigned to the scholars instructed by the "combined method," of whom there are nineteen remaining. The pupils presented a healthy, neat and cheerful appearance, and seemed pleased at their inspection and eager to show their proficiency, notwithstanding that this required the surrender of part of their holiday. The principal stated that there had been no deaths in the Fordham school during the year, no serious illness and no epidemics. One girl was in bed with a cold at the time of the visit.

The dormitories are well planned, pleasant and comfortable; they have sufficient light and ventilation; the beds in them are arranged in three rows, with strips of bright carpet between the beds and a chair by each. Two supervisors sleep in each dormitory. The beds were covered with clean white spreads; the bed covering was sufficient; there was a wire mattress for each bed. There is room in the institution for a few more scholars. The halls, stairs, and indeed the institution generally, were scrupulously clean; the school building, however, is old, and the floors have settled in places. The principal stated that the girls were taught sewing and housework, although the heavy work was done by paid employes, and that cooking was taught pupils about to leave the school.



MALE DEPARTMENT, WESTCHESTER.

*Principal, Miss CELESTINE SCHOTTMÜLLER.*

*Inspected November 1, 1892.*

Census on that day:

Officers .....	1
Teachers .....	9
Employes .....	36
<hr/>	
Total .....	46
<hr/>	
Pupils, male .....	138
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Of these, sixty-five are State pupils, sixty-three county pupils; three private pupils, pay; and seven private pupils, free.

The male department is distant about five miles from the Fordham school, and can be reached from it only by country roads. The buildings have been fully described in former reports. Upon inspection they were found in good order and repair, neat and clean.

As at Fordham, when the inspector arrived the pupils were enjoying their holiday on the grounds, which are quite extensive and beautifully wooded. In the absence of the principal, Miss Larkin, who has taught an advanced class for several years, caused the pupils to assemble in their class-rooms, and accompanied the inspector as he visited them in turn, beginning with —

Preparatory class.—Seventeen boys, fifteen present, two temporarily absent. Of these four, aged 4, 6, 7 and 11 years, came first to school since it opened in September; the others in the spring of 1892. Most of these boys were 5 and 6 years old. They were seated around two kindergarten tables, dressed in short trousers, blue flannel shirts and red bows, and presented an attractive appearance. They were playing with blocks of different kinds and matching pictures. These little fellows are taught the elements of speech and numbers and writing, such as f-a, fa; p-a, pa; th-a, tha. A congenital 5 years old said “papa” distinctly,

and the elements of sound were given by the members of the class separately, in most cases very well, with good voice and earnest endeavor.

First year class.—Formed from the preparatory class; thirteen boys, all present. On an average, under instruction one year; ages given as 6, 6, 7, 7, 7, 7, 7, 8, 9, 9, 9, 11. There is one child of defective intellect in this class. Objects shown, such as shoe, cat, ball, top, cup, fish, knife, watch, flag, etc., were articulated, and the words written on the boards. The voices were noticeably deep and full in this class, and in reply to the inquiry as to how this good result had been obtained, Miss Larkin replied “that it was by beginning with and practicing the ‘a’ and deep vowel sounds and consonants with aspirates, and by not using the sub-vocals until these had been well learned. By this practice chest voices were formed, and the high, unpleasant voices avoided.” In this class of little fellows there were already formed some fine deep natural voices, and of these several were congenitals. This was an exceptional class as regards articulation; there was not a poor voice in it, and all were well tried.

Second year class.—Fifteen boys, all present. Average time in school, eighteen months; ages, 7, 8, 8, 8, 8, 9, 10, 10, 10, 10, 11, 11, 11, 13, 13. The same method of examination was followed as in the preceding class, and the words spoken included “cow,” “lamb,” “goose,” “boat,” “seal,” “dog,” etc. Of ten pupils of whose voices record was made, four were classed as good, three as fair, and three as poor. Some pupils counted aloud very well; one said, “I am 11 years old,” with good voice.

Third year class.—Twelve pupils, nine present. On an average, 10 years old; average time in school rather more than two years. The lesson was reading from a table. The first scholar read, “Nat has a dog;” the second, “Ann sees a frog;” the third, “This is a tree;” the fourth, “He is a good dog;” the fifth, “The pig ran from a dog,” etc., etc. On trial, in this way, of the voices, six were classed as good, and three as fair; all the voices were deep. The Lord’s Prayer was repeated clearly and reverently from memory by a boy in this class, who, the teacher said, lost his hearing when 2 years old, and came to school without any speech. He spoke



the words, "trespasses" and "temptation" very well. The statement was made that all the pupils in this class and above it, in the oral department of this school, could repeat the Lord's Prayer by heart, each according to his ability in articulation. This is a bright and hopeful class, and reflects credit upon its teacher.

Fourth year class.—Twelve pupils, eleven present. On an average, 11 years old. As in the preceding class, the lesson consisted in reading short and simple sentences from a table. The average in articulation was not good. On one trial the voices of the scholars were classed as one good, six not so good, and four poor.

Fifth year class.—Thirteen pupils, all present. The teacher stated that this class had not been disturbed since it was formed, and had continued under the same teacher. The boys, on an average, were 12 years old. The teacher spoke to the pupils, who read from her lips and wrote the sentence given on the boards, as, for example, "Paul bought a bat for seventy-five cents, a ball for fifty cents, and a bag of marbles." All the scholars spoke this sentence, and, on trial, their voices were classed as five good and six fair. Both teacher and scholars seemed equally anxious to show the progress which had been made.

Sixth year class (Miss Larkin's).—Eleven pupils, all present. On an average, 13 years of age. The teacher asked a congenital, "Have you seen Mr. S. before?" and the scholar replied audibly, "Yes, ma'am, last November—twice." The questions were read entirely from the lips. One pupil gave the parts of his head, another the parts of his face, another the parts of his arm, and another said, "This is the Feast of All Saints." In reply to the question, "Who discovered America?" a congenital replied, very clearly, "Christopher Columbus, 400 years ago." This boy, 12 years old on this date, is a most extraordinary example of the results which, under favorable circumstances, can be obtained by the method of instruction for the deaf by articulation and lip-reading; his voice was quite natural, rapid, and full; his facility in reading the lips marvellous, and the teacher stated that he could articulate correctly any sound in any language. He read the following sentence from the lips, spoke and wrote it almost as well and rapidly

as a hearing and speaking child: "My heart beats all the time; when my heart stops beating I will die." This boy's name is Thomas Hamilton, here given in recognition of his perseverance and the results he has attained. The teacher stated that it was in contemplation to send him to the Columbian Exhibition to illustrate what could be done by the oral method of instruction of the deaf. In this class all the scholars read from the lips and wrote sentences on the boards, and articulated them. They were observed aiding each other, by the lips, while at the boards. On a careful trial of their voices, based on sentences spoken, six congenitals were classsed as good; two deaf at 3, one deaf at 5, and two semi-mutes, as fair. The best results seem to have been obtained from the boys born deaf. My lips were read by pupils in this class, and, on leaving it, they said in chorus, "Good afternoon, Mr. Stewart." The handwriting was also good in this class. This is the highest class in the oral department, and shows in marked degree the results of patient and intelligent effort by teacher and scholars.

Classes B and C.—For want of time, seen together. Sixteen pupils, on an average 13 years old, and from six to seven years in school. Instructed by the "combined method" in the beginning, and, to a certain extent, still; signs being only used when necessary, and the lesson carried on, as a rule, by writing. Articulation is taught, as an accomplishment, an hour or more a day. The questions were written on the board by the teacher, and the answers written on other boards by the scholars. The lesson at the time was in history; the spelling was correct, and the handwriting good, as a rule. Several boys in this class read aloud from a chart quite well.

Class A.—Twenty-two pupils in two divisions. On an average, seven years in school, and taught by the "combined method"—writing, dactylology, or spelling on the hand, and signs being all in use. In answer to the question, "How old are you?" the scholars wrote their ages on the boards, giving them as 14, 15, 15, 15, 15, 15, 15, 16, 16, 16, 17, 17, 18, 18, 18, 18, 18, 18, 19, 20. Questions and answers about the coming presi-



dential election were correctly written on the boards, rapidly and with fine hands.

Industrial training is given, in the male department of St. Joseph's Institute, in printing, tailoring, carpentering, shoemaking, and baking, and, in all, forty-one boys are taught; viz., printing, fifteen; tailoring, thirteen; farming, one; shoemaking, eleven; and baking, one. The suits of clothes and shoes worn by the boys are made by those of them employed in the shops.

On inspection, the buildings in the male department were found in good order; the school-rooms, dormitories, halls, etc., being clean, homelike in appearance, and kept in good repair.

The general health of the inmates has been good; there were two deaths during the year, one of pneumonia and the other of gastritis.

The most pressing needs of this department would seem to be more teachers, a trades building, and larger play rooms.

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## FEMALE DEPARTMENT, BROOKLYN.

BRANCH FOR GIRLS, DEAN STREET AND BUFFALO AVENUE.

*Principal*, Miss MARGARET COSGROVE.

*Inspected* October 15, 1892.

Census on that day:

Officers .....	1
Teachers .....	5
Employes .....	14
	<hr/>
Total .....	20
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Pupils, female .....	63
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Of these, twenty-eight are State pupils, twenty-nine county pupils, three private pupils for whose instruction some payment is made by relatives, three private pupils instructed and supported as a charity. The above pupils are included in the

census of St. Joseph's Institute at Fordham, the central house, as is also the annual per capita cost for maintenance.

The front of the school building was handsomely and liberally decorated with bunting for the Columbian Centennial Celebration, and a large United States flag was flying in the air from the staff on the roof of the building. An inspection of the building, which was erected in 1889, showed it to be in good order and repair. The dormitories were well aired and lighted, the beds covered with clean and good-looking white spreads; the lavatories and wardrobes of the school were well arranged, well stocked, and models of their kind; the halls and passage-ways were found scrupulously clean.

This is a pure oral school, and all the officers, teachers, and employes hear and speak.

Following his usual custom, your committee visited the classrooms in turn, beginning with the lowest class, and made some examination of each pupil.

Class E.—Thirteen pupils, who are instructed as two divisions. Of these pupils, seven were received as new pupils since the school year began, September 12, and the class was composed of first and second year pupils. The ages of the new pupils were 4, 5, 5, 5, 5, 5, 5; and of the other pupils, 6, 6, 6, 6, 6, 8. The pupil of 4 was a charity pupil. The fact of the admission to this class of these pupils at the age of 5 years, being all the new pupils supported at public expense, shows emphatically the wisdom of the passage of chapter 36 of the Laws of 1892, which reduced from 6 to 5 years the minimum age of admission to the schools for the deaf of pupils supported by public money. It further shows that the parents of these children appreciated the wisdom of an early beginning of intelligent school instruction for their deaf children, and were glad to profit by the privilege extended to them by the statute referred to. All the new pupils came from Brooklyn. They were being instructed in the articulation of consonant and vowel sounds, printed on a table and articulated by the teacher. Of the pupils admitted last year, one congenital articulated clearly, "I am fat;" and another her name, "Ethel;" and most of the



pupils could voice such words as "walk," "taught," "ought," etc. A blind girl, quite deaf, but with some little speech, was seated in this class-room, and is instructed separately. The interests of this class require that it should be subdivided and taught as two separate classes; this would involve the provision of another teacher, but the first-year scholars should be separated from those longer under instruction, and this recommendation was made to the teacher in charge.

Class D.—Twelve pupils, eleven present, one being ill at home. This class was beginning its third year of instruction. The teacher asked in turn of each pupil, "How old are you?" The question was read from the lips, and the answer articulated, "I am 10 years old," etc., etc., in most cases so as to be understood by me. The ages of these scholars were respectively, 8, 8, 9, 10, 10, 10, 10, 11, 11, 11, 12, 13. When the inspector visited this class, the pupils were articulating words written on a blackboard, such as, "wish," "came," "eye," "slate," "of," "live," "in," "walk," "book," "face," "cane," etc.; all but one spoke the word "face" so as to be understood by me, and most of the pupils had a fair volume of voice. At my request, each scholar wrote upon the board a word of a sentence given by the inspector; in this way, the handwriting of every member of the class was shown; this was usually very good; one word written incorrectly by one pupil was corrected by another.

Class C.—Nine pupils, eight present. On an average, the beginning of the fourth year of instruction. In answer to the question as to age, the scholars replied that they were respectively 7, 9, 11, 11, 14, 14, 14, 15. Of these pupils, one congenital was said to have no voice. She was 11 years old when she first came to school, sent by her family too late for instruction with hopeful results. The teacher stated that although on different intellectual levels, on account of the difference of age, these pupils were taught as a class, as, with the exception noted, they had attained relatively the same proficiency in articulation; most of the time was given to instruction in language, and the lesson at the time consisted in speaking sentences written on the boards; for example, "Where

did Alice and her father go?" The pupils wrote the answer on their slates, and then articulated the sentence they had written, "They went to the garden," etc., etc.; in most cases the pupils' handwriting was good.

Class B.—Twelve pupils, all present. The beginning of the fifth year of instruction. In answer to the usual question, "How old are you?" eleven articulated the reply, "I am 11 years old," etc., so as to be understood by me. The ages of the scholars were 11, 11, 12, 12, 12, 12, 12, 13, 14, 15, 16, 16. The sentence, "Benjamin Harrison is our President," was articulated by the pupils so as to be understood. An English pencil containing lead of three different colors was shown to the scholars, who evinced their pleasure and intelligence by writing their ideas about it on the board; for example, "Mr. Stewart has shown us a beautiful pencil; he bought it in London, which is in England, which is in Europe." "London is the largest city in the world; it is more than twice as large as New York." This sentence was written correctly on the board by several pupils, and in some cases the handwriting was almost equal to Spencerian copy-book examples.

Class A.—Thirteen pupils, of whom eleven were present and two were at work sewing. This is the highest class, and all but four of the pupils in it were first taught by the "combined" method; now no signs are used in this or in any other class of the school. It should be remembered that St. Joseph's was until recently a "combined" school, but for the last four years the method of instruction by articulation and lip-reading has been adopted and strictly followed, and the transition period, which your committee has followed year by year, has been most interesting. The average period in school of this class was eight years, and the pupils were respectively 14, 15, 15, 15, 15, 16, 16, 16, 17, 18, 18. All the pupils but one articulated their ages so as to be understood. Eight of these pupils were first taught in part by signs; the lesson was in geography — America, its cities, their population, etc. Some of the scholars read from my lips about European travels, and wrote the questions and answers correctly on the boards.



The pupils were seen assembled for dinner in the dining-room; they were seated at six tables; the dinner consisted of beefsteak, potatoes fried and boiled, bread, and milk for the little ones; the teachers and three of the older scholars assisted in serving the meal. Breakfast is served at 8, dinner at 12, and supper at 6. The pupils looked healthy and neat. Your committee was informed that the general health for the year had been good, but that "grippe" had visited the school and two deaths had occurred from it; there had been no other epidemic, and at the time the infirmary was empty and all pupils were able to be at dinner.

V.

CENTRAL NEW YORK INSTITUTION FOR DEAF-MUTES.

ROME.

Incorporated 1875.

*Principal*, Professor E. B. NELSON.

*Inspected November 15, 1892.*

Census on that day:

Officers .....	13
Teachers .....	11
Employes .....	14
Total .....	38

Pupils, male .....	66
Pupils, female .....	67
Total .....	133

The pupils are classified as follows:

	Male.	Female.	Total.
State pupils .....	43	45	88
County pupils .....	23	22	45
Total .....	66	67	133

Average per capita cost for maintenance for year to September 30, 1892, \$286.89, inclusive of clothing.

The census shows a decrease of twenty-three pupils since the inspection of October 11, 1890.

The Rome school is classed as a "combined" school, and its vernacular is the sign language.

The examination was begun with class 3 of the primary department, said by the principal, who conducted the inspector to the class-room and then left him, to be the lowest in the school; the teacher of the class, a male deaf-mute, however, stated in answer to a written question that it was not so low as class 4. In this class, as in some others, it was necessary to write questions and receive answers on the boards. The class consisted of eleven pupils—ten boys and one girl; the ten boys were present, and the girl absent. The class-book records were carelessly and imperfectly kept in an old copy-book partly filled by pupils' writing; they did not show the ages of the pupils, which they gave by signs to the teacher, who wrote them on the board for the inspector as 7, 7, 7, 8, 8, 9, 9, 10, 12, 13. The pupils sat quietly. They gave the time in school as six months, 1, 1, 1, 1, 1, 1, 2, 2, 2 years. The teacher wrote that there were two divisions in the class. The method of instruction was to write an order on the board as, "Take the jug off the desk." On seeing this four boys made signs equivalent to this sentence, showing that they understood the written words, and one of them took the jug off the desk. Three of the pupils then wrote: "He took the jug off the desk;" the fourth wrote "taked." The pupils can spell somewhat on the fingers. On trial of the voices with the word "papa," nine of them could not, or would not, speak it at all, and one said "pa."

Primary class, the fourth, probably the lowest in the school.—A deaf-mute male teacher; thirteen pupils, two boys and eleven girls, all present; a disagreeable moaning sound made by different members of the class. The teacher, in answer to my written questions, gave the ages of the pupils as 9, 10, 10, 10, 12, 12, 13, 16, 18, 18, 19, 20, and one not given, and stated that he had no record of the time each had spent in school, but thought it was



about as follows: Two months, 2, 2, 2, 2, 3, 3, 3, 6, 6, 8, 10, 10 years. Communication is by signs. The teacher stated that four could write their names, and that the others could not. The pupils in this class can not spell on the hand, as a rule, and there are no articulators among them; there were several defective-looking pupils. The principal, coming in, stated that it was not worth while to pay any attention to this class, and there did not appear to be much doing in it.

Third class.—Nine pupils, all present; a deaf-mute male teacher. The pupils wrote their ages, giving them as 9, 11, 12, 12, 12, 12, 12, 13, 18; in answer to the questions by signs as to the time in school, five gave it as 2, 4, 4, 4, 6 years, and four had forgotten. The class-book should have shown. The teacher, asked to communicate with the class by dactylology, did so very slowly. He requested a pupil to perform an action, which was done. The members of the class wrote on the boards what had been done, some correctly and some not; as, for example, "She took an orange cube out of the cup." Each pupil, being tried, could spell slowly on the fingers. They have had no lessons in articulation since September, and the principal stated that they had no voices of any consequences. It was noticed that in this school all the teachers called each other "professor."

Primary department. (Another class.)—Said by the teacher to be the third class and the highest in the primary department; another class of the same number in the primary department had, however, been previously examined; a hearing and speaking teacher; eleven pupils, ten present, seven boys and three girls. The teacher by signs asked the pupils to write their ages on the board, and they gave them as 11, 12, 12, 12, 13, 14, 15, 20, 22, 23 years; the pupils also wrote their names well, but in answer to the question as to time in school, the written answers were, as a rule, incorrect; as, "I have had be school at four years," "I have been six in school," "I have here at school six years." They gave the time in school as 4, 4, 4, 4, 5, 5, 6, 6, 6, 6 years. Asked by signs to spell something on the hand, each pupil could spell slowly; the teacher stated that they had advanced in arithmetic as far as addi-

tion, subtraction, multiplication and division. On trial of the voices with the word "papa," two spoke it well, two poorly, and six not at all.

Preparatory department. (Higher class.)—Thirteen pupils, eleven present, four boys and seven girls; the teacher, semi-deaf, but speaks; being requested to ask the pupils to write their names, ages, residences and time in school on the boards, he did so by signs, and the answers were correctly and well written as a rule. The pupils gave their ages as 12, 12, 14, 15, 15, 15, 16, 16, 17, 19, 20 years, and the time in school as 1, 6, 8, 8, 8, 10, 10 years, and four not taken. Each pupil on trial could spell slowly on the fingers; on trial of the voices with the word "papa," nine pupils spoke it so as to be understood, and two did not; no articulation lessons, it was stated, were given this class, and it is taught by signs.

Academic department. Second division, the lowest of this department.—Sixteen pupils, fifteen present, seven boys and eight girls; the teacher deaf, but speaks; he stated that he used dactylology and writing in his class; the scholars wrote their names, ages, residences and time in school on sheets of paper which were handed to the inspector. They gave their ages as 12, 13, 14, 14, 15, 15, 15, 15, 16, 16, 16, 17, 17, 18, 21, and the time in school as 2, 2, 4, 7, 7, 7, 7, 8, 8, 8, 8, 9, 9, 9, 9 years. The handwriting of the scholars was good, as a rule; five pupils made grammatical mistakes in the sentences written. On trial of the voices with the word "papa," all but two could speak it so as to be clearly understood; a further trial with the vowel sounds "i," "o," "u," showed that most of the pupils could give the sounds fairly well, except the "u" sound, which was poor in most cases; there were no high voices in the class; one or two were faint. On inquiry of the pupils as to when they became deaf, seven stated that they were born deaf, five deaf at 2 years, two at 3 years, and one at 8; there were two semi-mutes in the class. A very intelligent and hopeful-looking class.

Academic department. First division, higher than the preceding.—Sixteen pupils, fifteen present, six boys and nine girls; the



teacher, deaf, but speaks, used signs in communicating with the class. The pupils wrote their names, ages, residences, and time in school on slips of paper, and gave their ages as 16, 16, 18, 18, 18, 18, 18, 19, 19, 19, 21, 21, 25, 26 years, and the time in school as one month, 2, 3, 5, 6, 8, 8, 9, 10, 11, 12, 12, 12, 13 years; one not given. The handwriting and spelling were good as a rule. During the examination active communication by signs, with which your committee is not familiar, was going on between the teacher and principal and the members of the class; no note, therefore, was made of the construction of sentences. On trial of the voices with the word "papa," three spoke it well, five fairly, two poorly, and five badly; two pupils gave the vowel sound "i" well, three poorly, six badly, and four not at all; the "o" sound was given well by one pupil, fairly by four, poorly by seven, and badly by three; the "u" sound was given fairly by three pupils, poorly by seven, badly by three, and not at all by two.

High class.—Fourteen pupils, all present, six boys and eight girls; the teacher a male semi-mute. The pupils wrote their names, ages, residences and time in school on slips of paper, and gave their ages as 18, 20, 20, 20, 20, 21, 21, 21, 21, 21, 21, 22, 22, 22, and the time in school as 5, 10, 11, 12, 12, 13, 13, 13, 14, 14, 14, 15, 15 years, one not given. The handwriting and spelling were generally good; the question as to time in school was answered correctly by nine pupils, and incorrectly by five, mistakes in construction being made; signs were the means of communication in the class; there was some rapid and good spelling on the hand by its members. The teacher stated that in arithmetic it had advanced to percentage and discount, and that it had lessons in history and geography, but not in literature. Five hours are spent in school, from 9 to 12, and from half-past 1 to half-past 3. On trial of the voices, "papa" was spoken well by four pupils, fairly by four, poorly by two, and badly or not at all by four; the vowel sound "i" was given well by three pupils, fairly by five, poorly by three, and badly or not at all by four; the "o" sound well given by seven pupils, fairly by four, and badly by three; the "u" sound well by three pupils, fairly by three, poorly by two, badly by three, and not at all by three; one pupil was said to

have become deaf at 10, but their histories were not accessible; there were some hopeful voices in the class.

In addition to the classes examined as noted above, there are two articulation classes, composed mainly of new pupils. Of this fact your committee was not aware until this point in his inspection had been reached, at which time the classes had been dismissed for dinner and afternoon recess; it was necessary to take a train to visit the Malone school, and time could not be spared to examine the articulation classes carefully, which would have been done at first had the inspector understood that there were two beginners' classes taught by the "oral method" in this "combined" school. After dinner the lower of the two classes was called together.

Articulation class, the lower.—Fourteen pupils, thirteen present, six boys and seven girls, of whom nine were said to be pupils received first since the school year began in September last; their ages ranged from 6 to 11 years; a female teacher, hearing and speaking, and evidently enthusiastic in her work, was in charge of the class. The pupils' voices were tried separately and in chorus with the "m," "p," "t," "th" sounds, etc., and most of these were well given; the word "boy" and the word "baby" were also well given by some of the pupils of this class, by others not so well; as a rule, for beginners, the children's voices were pleasant, and no bad voice was noticed; the signs for "boy" and "baby" were given by some pupils when they spoke the words; the teacher's lips were read easily as a rule; two or three pupils said, "I have a top," quite distinctly.

Articulation class, the higher, consisting of eleven pupils — six boys and five girls, all present — were seen in their class-room; the teacher was absent, it not being school hour; the principal asked the names of the pupils, and all gave them with some voice; no high or noticeably bad voice was noted; the teacher, a female hearing and speaking, lives at some distance from the school.

The introduction of the "oral method" into the Rome school in these two classes is noted with pleasure by your committee, who is a believer in the excellence of this system of instruction for most deaf pupils. To make a complete success of this system



it should be persevered in, the pupils taught by this method separated in the dining-room by screens, and in school life generally, from the pupils taught by the "combined" method, who use signs freely. If a succession of six or eight new classes should be taught by the "oral method," the combined method scholars graduating year by year, by the year 1900 the Rome school would become an oral school; but this can not be brought about successfully unless the principal and staff of teachers believe the "oral method" to be the best, and give their intelligent and unremitting efforts, by its approved methods, to the advancement of their pupils.

The institution buildings were hurriedly inspected and found to be generally in good order and repair, neat and clean. The main building, in which the class-rooms are located, is a well-planned, pleasant and suitable school building; the dormitories are in separate buildings, for girls on one side and for boys on the other, of the main building. The arrangement is somewhat different from that usually seen in schools for the deaf, in that two, three, four or five pupils occupy small rooms on either side of a central hall; the names of the occupants of the rooms are written on cards on the doors. The pupils were seen assembled for dinner in the dining-room, which is in the basement of the school building; the older of both sexes are associated at the tables. The dinner consisted of beef, potatoes, turnips, bread and milk; 120 were seated at the tables; grace was said by signs by one of the male pupils. The pupils were carefully inspected as they sat at the tables, and presented a healthy appearance as a rule. It was stated that there had been no epidemics or deaths in the school during the year, and no pupil was confined in the hospital at the time. The condition of the grounds about the school has been greatly improved since its last inspection.

The principal stated that as far as the facilities of the school allowed, printing was taught twenty-five boys, shoemaking nineteen, glazing two, and carpentry six; and the girls were taught dressmaking and all kinds of housework. Two hours and a half are spent in the shops.

## VI.

## WESTERN NEW YORK INSTITUTION FOR DEAF-MUTES.

945 ST. PAUL STREET, ROCHESTER.

Incorporated, 1875.

*Principal, Z. F. WESTERVELT.**Inspected November 12 and 14, 1892.*

## Census on that day:

Officers .....	16
Teachers .....	12
Employes .....	20
	<hr/>
Total .....	48
	<hr/>

Pupils, male .....	87
Pupils, female .....	66
	<hr/>
Total .....	153
	<hr/>

## These are classified as follows:

	Male.	Female.	Total.
State pupils .....	59	42	101
County pupils .....	28	24	52
	<hr/>	<hr/>	<hr/>
Total .....	87	66	153
	<hr/>	<hr/>	<hr/>

Average per capita cost of maintenance for a year to September 30, 1892, including clothing, \$300.

In the course of a tour of inspection it became necessary to visit this institution first on a Saturday morning, and it was, therefore, then seen at a disadvantage, as this is enjoyed as a half-holiday by all the pupils. Following his usual custom, your committee desired and was enabled to begin his examination with the lowest class. There are two departments, a kindergarten and a senior department, and several classes in each.

All the officers and teachers in this school hear and speak.

Class E, of the kindergarten, or lowest class in the school, contained twenty-two pupils, of whom twenty-one were present,



ten boys and eleven girls, on an average 6 years of age; of these, four were 5 years old; their parents have, therefore, taken advantage of the passage of the law of 1892, allowing the reception of county pupils, at 5 instead of at 6 years of age. Eighteen of this class came to school first since it opened this year, September twelfth; all pupils enter in this kindergarten class. The method of instruction was exercising with small, colored blocks, to educate the sense by perception of color, arrangement in order, numbers, etc. A female teacher. Cards with colored spots were shown to the pupils, and they arranged blocks of the same colors in the same way; the cards were very rapidly shown by a swift motion, but in every case the pupils saw the spots and arranged the blocks correctly; the members of this class sat quietly, making no signs or noise; they were also instructed in the use of their hands, feeling objects blindfolded, and selecting them by shape and sense of touch, laying sticks in order, etc. In articulation this class is divided, as too large to work well in speech — that is, too many for one teacher to give each scholar the necessary amount of attention. Nine of these pupils were in charge of Miss Hamilton, who gave orders about objects, the children executing them; pupils in this class, almost infants, placed their hands on each others' faces and helped each other to form the proper sounds. The teacher's lips were read, as a rule, correctly and easily; the class in chorus recited the names of objects very audibly; no language charts were in use in this or other of the lower classes. On trial of the word "papa," three spoke it well, three fairly, and three poorly; of these nine, four were born deaf. This is a bright and interesting class, of which much may be expected, and it reflects great credit upon its teacher, who has accomplished in two months results little short of marvelous. The other articulation division of the "E" class contained eleven pupils in charge of the same teacher. The same system of instruction was followed; the word "lamb" was spoken well by four pupils, fairly by three, poorly by two, and badly by two. Two pupils in the "E" class had as yet shown no voice, and were not heard. A feather, an object new to this class, was shown it by the

teacher, who pronounced its name; the class in chorus reproduced the sounds of the word "feather" immediately and quite well, using much energy and showing much interest. In this room was a large, handsome case about thirty feet long, made by the carpenters of the boys' industrial department, to contain objects in use in the school.

Class D. Next higher.—Eleven pupils, all present; seven boys, four girls; ages 5, 8, 8, 8, 8, 9, 10, 10, 11, 11, 11; on an average rather under two years in school; three congenitals in the class; lesson was in language exercises, learning names of things by spelling without stopping to learn to speak them; all the pupils were sufficiently familiar with dactylology to spell sentences, and this was the means of communication between them; no signs were used; it was an eager, intelligent class. Verses of Scripture known by the pupils were spelled rapidly on the hand; in intellectual development these pupils seemed to be years in advance of their ages; the principal stated that very little time was spent in blackboard exercises.

Class C.—Ten pupils, nine present; six boys, three girls; ages, 9, 9, 9, 10, 10, 10, 10, 10, 11, 12, 14; on an average about four years in school; charts were in use. On trial of their voices with the word "papa," six spoke it well, two poorly, and one badly; a congenital pupil having a little hearing now, but with an artificial voice, spoke several sentences quite naturally without disagreeable inflection; there were some good, low voices in this class.

Class B.—Eight pupils, seven present; four boys, three girls; ages, 9, 11, 11, 11, 12, 12, and 12, and the time in school between four and five years; the lesson was in writing on the slates sentences in arithmetic, about money, etc. The writing was poor to fair for children of their ages; for articulation a chart was in use; the word "cow" was spoken well by four pupils, fairly by two, and poorly by one; one of these was a semi-mute. All these pupils read the lips easily, and had deep, full voices.

Class A.—Seven pupils, six present; two boys, four girls; ages, 10, 11, 11, 12, 13, 13, and the time in school about four years. The lesson was in articulation; and the inspector's name, spelled pho-



netically on the fingers, was repeated by the class in chorus, and then individually; three spoke it well, two fairly well, and one poorly.

This concluded the examination of the kindergarten department, which contained fifty-eight pupils.

#### SENIOR DEPARTMENT.

First grade.—The lowest in this department; eight pupils, all present; seven boys and one girl; and they gave their ages by speech as 12, 12, 12, 14, 14, 15, 15, 19, and the time in school as, four of them 2 months, 1, 5, 6, 6 years; and five became deaf at 1 year or under. A congenital Pole said, "I am well," and "Mr. Westervelt," very well after two months in school; he also said "Miss Hamilton" very well, and that he had been two years at school in Warsaw, Poland. The method of instruction was in showing cards with the pictures of objects upon them, and the pupils, one by one, said what they saw, as, "I see a cup," "A cat," etc., etc. All the pupils but two in this class could speak simple sentences so as to be understood. There were no high voices among them.

There is no second grade now.

Third grade.—Eight pupils, six present; four boys and two girls, who gave their ages as 13, 14, 14, 16, 17, 18, and time in school as 1, 3, 4, 5, 7, 7 years. The lesson was in articulation and lip-reading. A boy one year in school, deaf at 5, read the lips easily, and spoke with a pleasant voice; another, deaf at 2, said "I am well," "I love you," "I went home," distinctly, except the word "home." The teacher, a female, spoke, and spelled on her fingers when her lips were not read. All the scholars but one had low voices; all were quite distinct. Congenitals, and other pupils deaf at 1, 2 or 3 years, spoke clearly such sentences as "Have you a father?" "Look at me," "What time is it?" "I have a large book," singly, reading the question, as a rule, easily from the teacher's lips.

Fourth grade.—Fourteen pupils, all present; nine boys and five girls. On being requested to do so, they wrote their names, ages, residences and time in school, and gave their ages as 12, 14, 14, 14,

14, 14, 15, 16, 17, 17, 18, 18, 21; one not given. The writing was fair, as a rule, but mistakes in grammar were made by two pupils in answer to the question as to time in school; they gave this as 1, 2, 2, 5, 6, 7, 7, 7, 8, 8, 8, 9 years. Two pupils, at adjoining boards, wrote: "I have been stayed about six years old at school;" the second copied the mistake of the first. The teacher's lips were read correctly as a rule, and on trial in simple sentences of each voice in the class separately, four were classed as good, five fair, and five poor; most of the voices, however, were low; one was unpleasant.

Fifth grade.—Twelve pupils, nine present; six boys and three girls, who gave their ages by speech, reading question from the teacher's lips, as 9, 11, 11, 12, 13, 13, 15, 16, 17. Their average time in school was six years. Questions about a picture shown were asked, and the answers spoken almost as rapidly and correctly as if the pupils had heard the questions. All in the class at the time had pleasant voices, although somewhat imperfect. Most of them became deaf at 2, 3 or 4 years of age, but the speech they had was taught them in the institution. It is a very bright class. The principal stated that five teachers devoted nearly all their time to articulation. One scholar told another scholar by phonetic spelling how to speak my name, and the question was asked as to whether the second sign was "double oo" or "ew."

Sixth grade.—Eleven pupils, all present; six boys and five girls, who gave their ages by speech as 12, 13, 13, 14, 14, 14, 14, 15, 15, 16, 16; their time in school was about six and a half years on an average. Four congenitals were in the class. The teacher's lips were read easily. On trial of the voices with such sentences as "How do you do?" "Are you well?" "His name is Mr. Stewart," eight voices were classed as good and three as fair.

Seventh grade.—Eight pupils, seven present; four girls and three boys. The female teacher, by speech, told them to write their names, ages, etc. They read from her lips easily, and wrote their ages as 13, 14, 15, 15, 16, 18, 18, and gave the years in school as 6, 6, 6, 7, 9, 9, 10. They made no mistakes in



spelling or the construction of the sentences, and the handwriting was clear and good; on trial of the voices in simple sentences, spoken separately, three were classed as good and four as fair; there was not a poor voice in the class.

Eighth grade.—Seven pupils, all present; four boys and three girls. By dactylology asked to write their names, ages, residences, etc., at the inspector's request, on sheets of paper, which were handed to him, the pupils gave their ages as 13, 14, 16, 17, 21, 21, 21, and years in school as 4, 5, 6, 7, 10, 12, etc.; the handwriting was fair to good with one or two exceptions. No mistakes of any kind in the four sentences by each pupil were made, either in spelling or grammar. On trial of the voices with simple sentences, three were classed as good and four fair. The lips were read easily, and there were no unpleasant voices in the class. Four of the pupils said they were born deaf.

Ninth grade.—Eight pupils, all present; five boys and three girls. They wrote their names, ages, residences, time in school, and when they lost their hearing, on sheets of paper, in answer to spoken questions, and gave their ages as 12, 15, 16, 18, 18, 20, 21, 21, and years in school as 6, 8, 9, 9, 9, 10, 14, and one month. Two were born deaf, others became deaf at 1, 2, 3 and 6 years, and one quite recently. The handwriting was good, as a rule, and handsome in some cases; no mistakes in spelling were made by any scholar, and but one in grammar, by a pupil who corrected the mistake for himself. The instruction is by articulation and lip-reading. On two trials of each voice in the class, omitting the pupil just deaf, five were classed as good, one as fair, one poor. All had plenty of voice; two were indistinct, but there were no unpleasant voices in the class.

Tenth grade, eleventh grade and twelfth grade.—In all, thirteen pupils were examined as a class on two different days. Miss Hamilton had charge of the class. On the first occasion eleven were present; on the second, twelve. When eleven were present they gave their ages by speech, so as to be clearly understood by me, as 15, 17, 17, 17, 18, 18, 21, 21, 21, 21, 22; six boys and five girls. Among these pupils are the graduating class,

and the two grades next highest to this in the school. In answer to the question, "How long have you been in school?" they gave the time as 3, 4, 4, 5, 6, 9, 10, 11, 11, 14, 14, 14, 16 years. Six of them had lost hearing at 1 year or under, one at 2 years, one at 3, one at 5, one at 6, one at 9, one 11, and one at 12 years. Three of the pupils would probably be classed as semi-mutes. The teacher asked a pupil, "What are you studying in school?" The answer was read from the lips, repeated, and the answer made, "Milton's Lycidas." "What have you been doing in Miss C.'s class?" read, and the answer given, "I have been reading the play of Julius Caesar." Other questions asked showed considerable knowledge of history, geography and literature; and in cases where the lips were not accurately read, questions were asked by pupils by dactylology with wonderful rapidity. On a second visit the lesson was about a poem. To see if the meaning was clearly understood, the teacher asked one pupil, "To whom is the poet speaking?" Answer, "To the bells." Of another, "What are the bells doing?" Answer, "Swinging and ringing." Of another, "What is the color of the bells?" Answer, "Golden bells — yellow." Of another, "What does he ask the bells?" Answer, "He asks the bells if they are calling the birds to the matins of singing." Of another, "What does matins mean?" Answered by two pupils, "Early morning prayer," and "Early morning singing." In all these cases the teacher's lips were read easily and correctly, the questions repeated aloud, and the answers in every case readily understood by the inspector. All in the class speak fairly well; some of them have pleasant, natural voices. Your committee requested permission to take the teacher's seat, and for about half an hour, on the second visit, he conversed with the class on subjects presumably not familiar to its members; and although a moustache conceals his upper lip, the scholars found little difficulty in reading what was said. Their questions and replies showed the possession of an extended vocabulary, quick intelligence, and, in some cases, ready wit. An example of intelligence was shown when the word "conceited" was used. Asked its meaning, a pupil replied at once, "False or foolish pride."



An examination of the high class of the Rochester school is a privilege which is highly prized by your committee; the intellectual development shown by every member of the class is remarkable, and is proof positive of the excellence of the teaching in the school. Such results are not arrived at by chance, but from intelligent and painstaking effort on the part of the teachers through whose classes in turn these pupils had passed. It can be truly stated that study in the Rochester school is made interesting, even fascinating, from the beginning; consequently the pupils' minds expand and grow and reach a development which is exceptional in schools for the deaf.

As an example of the desire on the part of the principal and teachers to have the school and its pupils thoroughly inspected and examined, three scholars who chanced to be absent on the first visit, were brought to him at the door for examination, just as the inspector was leaving the school on the second visit. The principal stated that the classification was according to the knowledge of language; that a good circulating library of nearly 2,000 volumes was provided for the use of the pupils; that some read on an average a book a week, and many read as many as forty in a year.

Upon inspection the school was found in good order and repair; the senior school building is suitable and well planned, and contains six class-rooms, very bright and well arranged, and provided with many objects, charts, pictures, and appliances for the education of the deaf. The pupils were seen assembled at dinner in a pleasant room on the ground floor; the boys and girls sit together at the different tables, and it was stated that they were seated at the tables in such a way as to help each other with speech. The association of the sexes as in a family has been found by experience to work well; the dinner consisted of beefsteak, boiled potatoes, rich gravy, bread, and water. One hundred and forty-nine pupils were seated at the tables, and presented a healthy, neat and attractive appearance; the tables were covered with cloths, and much better furnished than is usual in schools for the deaf; each

pupil was provided with a good chair; water was served in glass tumblers.

Industrial training is given in the school as follows: Eight boys paint — do all the painting — and some good fresco and stencil work was shown; three boys are taught plumbing and steam fitting, and one of these has obtained a license as engineer; twelve boys do all the carpenters' repairs and make some of the things used in the school, as, for example, cabinets for objects, etc., etc.; twenty boys in two classes are taught printing; they print the annual reports of the school and do other work; the printing shop is new, and was built during the last summer by the carpenter boys; a former pupil of the school is now employed there as a baker. Two hours a day are spent in the trade classes. The girls are taught sewing, etc., and on the first visit the older ones were seen assembled in the sewing-class in a large basement room.

The general health of the pupils has been good during the year to date; one pupil of the graduating class died lately of meningitis; two pupils were in the hospital at the time; one, a boy, fell from a tree on a recent holiday and broke his leg.

A visit to the Rochester school is highly gratifying. In it infinite pains for the intellectual development of each individual pupil seem to be taken, and the school more nearly resembles a large private family of well-to-do people than a public institution. The pupils seem to enjoy, to a great extent, the freedom of the rooms usually exclusively devoted to the use of the principal or his family.

The principal stated that the custom is to have a third of the pupils in attendance upon the industrial work at the same hours of the day that the other two-thirds are engaged in literary work, and that thus two-thirds of the pupils in the school constitute the actual number of scholars at any one time in the charge of its twelve teachers, so that by this system the average number of pupils in each class has not exceeded seven; this system, which your committee commends, enables a better classification, and secures small classes with better educational results.



## VII.

## NORTHERN NEW YORK INSTITUTION FOR DEAF-MUTES.

MALONE.

Incorporated 1884.

*Principal*, HENRY C. RIDER.*Inspected November 16, 1892.*

## Census on that day:

Officers .....	9
Teachers .....	8
Employes .....	11
<b>Total</b> .....	<b>28</b>

Pupils, male .....	51
Pupils, female .....	33
<b>Total</b> .....	<b>84</b>

## The pupils are classified as follows:

	Male.	Female.	Total.
State pupils .....	37	19	56
County pupils .....	14	14	28
<b>Total</b> .....	<b>51</b>	<b>33</b>	<b>84</b>

The average per capita cost for maintenance, for the year ending September 30, 1892, including clothing, was given as \$304.08.

At the time the inspector arrived the principal was absent, and one of the teachers accompanied him in his tour of the class-rooms. The principal came in later; he is a deaf-mute, and his wife, also a deaf-mute, is the matron of the school. The Malone school is a "combined school," and signs are generally used in the class-rooms. Several of the teachers are deaf-mutes.

First grade.—Lowest class in the school; eighteen pupils, seventeen present, ten boys and seven girls, including a pupil of

39 in his fifth year in the school. The teacher an elderly man, deaf-mute. He gave the ages of the scholars as 6, 7, 7, 8, 8, 9, 9, 10, 10, 11, 13, 13, 18, 24, 39, and two others, ages not known. There was no class-book in the class-room, and the time in school was also given from memory by the teacher; as, five scholars since the school year began in September, 1, 1, 1, 1, 1, 1, 2, 2, 3, 3 years. He could not tell at what age the different pupils became deaf. There were no objects to show the pupils, no pictures and no charts in this room, nor were they found later in the institution. The only pictures to show scholars were in Dr. Peet's "Elementary School Book for the Deaf." The method of instruction was for the teacher to give a sentence in signs, as, "The dog runs," "The cat walks," and the children repeated the signs and spelled the words on their fingers. All but one of the pupils could write their names. The teacher who accompanied me stated that seven of this class had received some instruction in articulation. On trying their voices with the word "papa," five failed to speak it at all, five did so badly, six poorly, and one fairly.

Second grade.—Ten pupils, all present, seven boys and three girls; a female deaf-mute teacher. This class was said to consist of duller pupils; the teacher gave their ages as 8, 8, 9, 12, 14, 16, 20, 28, 30, and one not known appearing to be about 25; of this class three looked like idiots and are certainly defective; they should not be retained in the school; with them in the same class were three small boys, new pupils, who looked bright and intelligent; it seemed unfair to them, and to the teacher of the class, to have them in such company. There was nothing in the way of pictures or objects to make study interesting to the pupils, and their time in school was not ascertained, the records being then inaccessible.

Third grade.—Fifteen pupils, fourteen present, eight boys and six girls; a female teacher hearing and speaking. At my request she asked the children, in the sign language, to write their names on their slates, which they did, and also gave their ages as 8, 8, 9, 11, 11, 12, 13, 13, 14, 14, 18, 19; one wrote 30 for 13; two could not write their ages; one wrote, "I am 8 yours old;"



another, "I am 16 old," and the time in school was given by some of them on their slates as 3, 4, 4, 4, 5, 6, 6 years; seven could not, or would not, write on their slates how long they had been in school, and of those who did some were incorrect; several semi-deaf or semi-mute were in the class; the teacher said the class was not well graded.

Fourth grade.—Fourteen pupils, thirteen present, nine girls and four boys; a male semi-mute teacher. A small picture was on the board and the pupils were writing on their slates about it. In this class the teacher used dactylology at the time. At my request the pupils wrote their names and residences, and gave their ages as 10, 10, 13, 13, 14, 17, 20, 20, 21, 24, 25, 26, and the time in school as 2, 3, 4, 4, 4, 5, 6, 8, 8, 8, 8 years, one not given. The writing was fair, as a rule; seven could not write the years in school correctly, making various grammatical mistakes; all could spell slowly on the hand; on trial of their voices with the word "papa," seven failed to speak it at all, three did so badly, two poorly and one fairly. The class did not seem awake.

Fifth grade.—Seven pupils, all present, four boys and three girls; a female teacher, hearing and speaking, used signs in asking the pupils to write their names on their slates; all did so well; they also wrote their residences well, and gave their ages as 11, 12, 14, 14, 20, 22, also correctly, and the time in school as 5, 6, 6, 6, 7, 8 years, one not given. The handwriting was good, as a rule; one mistake was made in giving the time in school; signs were the vernacular; the lesson at the time was about Indians; the teacher wrote the question on the board and the scholars wrote the answer on their slates; on trial of their voices with the word "papa," one spoke it badly, three fairly and three not at all.

Sixth grade.—Thirteen pupils, eleven present, all boys. The teacher speaks, but does not hear; became deaf at 6. Asked by signs to write their names on the slate, all did so well, and also gave their ages as 15, 18, 19, 20, 20, 20, 21, 22, 22, 23, 24. They also wrote their residences and gave the years in school as 6, 6, 7, 8, 8, 8, 8, 8, 8, 8, 9. All answered these questions correctly,

the answers being generally well written. The lesson at the time was in arithmetic — fractions. A class of farmer's sons, strapping big fellows, who unfortunately came to school too late, but looked fairly intelligent. On trial of their voices with the word "papa," four failed to speak it, three did so badly, three fairly and one well, the latter a congenital.

Seventh grade.—The highest class in the institution, but not expected to graduate for some years. A male teacher, hearing and speaking, the son of the principal; seven pupils, six present, three boys and three girls. The teacher stated that he used the "oral method" in this class as far as possible. The pupils wrote their names and residences, and gave their ages as 11, 16, 18, 20, 21, 27, and the years in school as 2, 2, 3, 5, and two pupils came in September last. On examination it was ascertained that one pupil thought she lost hearing at 3 years, two others became deaf at 8, one at 11, and one at 12 years of age. All have natural voices; it is, therefore, a class of semi-mutes. The lesson was in American history. Signs were made by the teacher during the examination.

This concluded the inspection of the classes. School began on the second Wednesday in September; classes remain in school five hours, from 8 until 1.

On inquiry, it was ascertained that no inspection or examination of the school had been made by any official on behalf of the State except that by your committee.

The institution at Malone had not been previously visited by the member of the committee on the deaf who has prepared this report, and a brief description of it is therefore added. •

The institution is located about three-quarters of a mile from the railroad station at Malone. It consists of forty acres of land, mostly cleared of trees, and in grass; the main building, which is of brick; an industrial building, barn, and several small frame buildings. Appropriations of \$65,000 to establish the institution were made by the Legislature — by chapter 211, Laws of 1887, \$40,000, and by chapter 496, Laws of 1889, \$25,000 — and it is stated that the land and main building were paid for from



these appropriations. The main building contains on the basement floor the kitchen, pupils' dining-room and wash-rooms, the play-room, etc., etc. The first floor contains the principal's office, officers' dining-room and reception-rooms, etc., and class-rooms. On the second floor are a good chapel and class-rooms; the chapel is a convenient, well-arranged room, containing eight rows of benches, in which all can be assembled. The dormitories are on the third or top floor. The beds have wire springs, good mattresses, pillows and spreads, but no carpets or chairs. The rooms are well-planned and ventilated; in two of them wooden partitions, six feet high, forming alcoves around the beds, insured privacy while allowing of the circulation of air and without too great a sacrifice of space. On the girls' side of the building one dormitory contained seventeen beds, and the other sixteen; good clothes closets were in each dormitory. The boys' dormitories contained fourteen, eighteen and nine beds; and ten boys, the boys' dormitory being full, sleep in a room in the industrial building. The main building is a well-planned suitable structure for about seventy-five pupils, and is now overcrowded. The house-keeping was good, and the building found in good repair. It is heated by a hot-air furnace, and lighted by electricity, which is obtained from the municipality; the water is brought in pipes from the Adirondack mountains.

The pupils were seen at dinner at 1 o'clock. The principal said grace by signs, the pupils giving attention. The boys sat together at four tables, and the girls at three; at another table there were four pupils, three boys and a girl. The tables were covered, some with red clothes, and some with oil-cloth. Tin drinking-cups were used by the younger pupils, and china cups by the older; glass tumblers would be better. The dinner consisted of beef, potatoes, corn-meal, bread and milk, and coffee and butter for some. The children sat on stools without backs; some older pupils waited on the others. Seventy-eight were seated at the tables.

The wash-rooms in the basement, although far from the dormitories, are convenient and well planned; there are several separate bath-tubs in each wing.

The industrial building, which has been built during the summer of 1892, by an appropriation of \$7,000 made by chapter 302 of the

Laws of 1891, is about 100 feet distant from the main building, and is a frame structure of three stories, well planned and built, and said to have cost about \$4,200. It is lighted by electricity, and contains a shoe-shop and a tailor-shop, now in operation, in which the boys make all their own clothes and shoes, and other empty shops in which it is intended to establish other industries. A printing outfit has been purchased at a cost of \$1,600, but is not yet in place. The upper floor is used as a dormitory by some of the older pupils, and contains thirteen good beds. One of the older pupils is in charge here; a trustworthy employe would be better.

The general health of the inmates for the year has been good, and it was stated that no deaths had occurred since the school was established in 1884. During the year there had been no epidemics, nor was any one ill at the time in the hospital, which was found to contain growing plants, and was used in part as a storeroom. The library is said to contain 175 books, some of them books of reference, and is entirely inadequate to the needs of the institution. It should be enlarged.

The statement was made that services were held in the chapel daily by the principal, who is not a clergyman. The sign language is used. No clergyman visits the institution as such. About half of the pupils were said to be Catholics; no priest visits them. All pupils are free, if they desire, to attend church services in Malone, and on fine Sundays an average of about twenty avail themselves of this privilege. There is some talk of deferring Bible work and giving up the use of the Bible in the institution, on account of objections made by the parents of Catholic children. Your committee protested against this, and suggested that it would be better to invite a Protestant clergyman and a Catholic priest to conduct brief services each Sunday at different hours, for the pupils desiring to attend their services, and that the principal could interpret in the sign language for each officiating clergyman. This matter will be brought before the trustees, and this suggestion will also be made to them by your committee.

The astonishing statement was made to your committee by the son of the principal, that one of the managers of the school



inspected it twice a week upon request, and was paid for this service.

VIII.

ALBANY HOME SCHOOL FOR THE ORAL INSTRUCTION OF THE DEAF.

98 PINE AVENUE, NORTH PINE HILLS, ALBANY.

Incorporated 1891.

*Principal*, MISS ANNA M. BLACK.

*Inspected December 21, 1892.*

Census on that day:

Officers .....	1
Teachers .....	2
Employes .....	3
<hr/>	
Total .....	6
<hr/>	

Pupils, male .....	7
Pupils, female .....	6
<hr/>	
Total .....	13
<hr/>	

The pupils are classified as follows:

	Male.	Female.	Total.
County pupils .....	3	4	7
Private pupils, pay .....	4	2	6
<hr/>		<hr/>	<hr/>
Total .....	7	6	13
<hr/>		<hr/>	<hr/>

The average per capita cost for maintenance for the year ending September 30, 1892, was \$270.

This school was organized by Miss Black in September, 1889, at 42 Lancaster street, Albany, with two pupils, and was removed to its present location in May, 1892.

By chapter 36, Laws of 1892, this school was added to the list of those to whom indigent pupils might be sent at State or county

expense. It has therefore ceased to be a private school, and should be annually inspected by the committee on the deaf.

When a private school, it had been visited by your committee, in the house, 42 Lancaster street. Its present location, Pine Hills, about three and a half miles from the center of the city, is in every way a decided improvement; the house is a new frame structure built for a private residence, and affords ample room for the present small number of pupils who, in the grounds about it, have abundant space for exercise and play without interference by near neighbors. The house is leased at an annual rent of \$650.

The general health of the inmates has been excellent during the year, and no deaths occurred among them.

This little school has been begun as an oral school, and the pupils in it are instructed by that method. The principal is, strictly speaking, the only teacher; two pupil assistants help her, and are given in the census above as teachers. In the table showing the number of pupils to a teacher in all the schools, this has been given as one teacher to thirteen pupils, this being the more accurate statement of the fact.

The pupils were found assembled in their class-rooms, in charge of two young women, who are learning to teach under the direction of the principal. Eleven present, six boys and five girls, of whom four were private pupils, and seven county pupils. The teacher gave the dates of birth and of entering the school from the records, and these showed the ages of the children as 5, 5, 5, 5, 6, 7, 8, 8, 9, 10, 11, and the time in school as 1, 2 and 6 months, and 1, 1, 2, 2, 2, 2, 3, 3, years. The children looked well, and the class-room was pleasant and suitable for the small number in it. The method of instruction was in articulation of elemental sounds from the chart; on trial of the voices with the word, "papa," three spoke it well, three fairly, two very faintly, one said "bapa," one "mama," and a little girl could not speak the word, which was read from the teacher's lips; there were no high and decidedly unpleasant voices in the class; the "k" sound and vowel sounds were given well by several pupils.



On asking to see the children's dormitories, your committee was taken upstairs by the principal, and found to his surprise that there was no dormitory, and no cribs or beds for the pupils, but that on the second floor, in a small room, three pupils sleep in a double and a single bed; in a single room adjoining, two pupils and a teacher sleep in a double bed; in another room having a double bed Miss Black, the principal, sleeps with two pupils; in a small room adjoining, two pupils sleep in one bed; on the third floor, in a single room, two pupils sleep in one bed, and a normal student in another single bed; a sofa arranged for a bed in one of the rooms, the principal said, was not occupied. Where the two other pupils, absent at the time, sleep, was not discovered. Your committee told the principal he considered the custom of sleeping three in a bed, two pupils and a teacher, was disgraceful, and that each pupil should be provided with a crib or single bed for himself. By knocking out a lath partition on the second floor, which divides two rooms, a suitable dormitory could be made for all the pupils, and a screen in this could be used to separate the boys from the girls. This is the only place in the State called a school in which three persons have been found to sleep habitually in the same bed.

The principal stated that she advertised herself as a teacher of the oral method, and that the two young women, her assistants, had come in answer to the advertisement, and that she expected others; that she was for four years a teacher at the school in Lexington avenue, New York.

All of which notes of inspection of the several schools for the education of the deaf are respectfully submitted.

WM. R. STEWART.

NEW YORK, *December* 22, 1892.

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# REPORT

ON THE

Public Charities of New York City, other than  
Insane Asylums.

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By Commissioner DE PEYSTER.

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# REPORT.

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*To the State Board of Charities:*

I have the honor to present to you the following report upon public charities (exclusive of the insane asylums) of New York city for the year 1892.

I have visited these institutions very often, and many of them once a week, during the past year, and have found much to encourage me, and seen many improvements made.

One great trouble, I find, is that the heads of the different departments do not have the power to hire and discharge their subordinates.

The three commissioners of public charities and corrections have about 14,000 dependents under their charge, and from five to six hundred employes. Among the dependents are included prisoners, paupers, infants, the sick, lunatics, vagrants, sick children and idiots.

The appropriations by the board of estimate and apportionment are not sufficient for all the work that is done in the different departments. But notwithstanding the low state of the treasury at times there have been many improvements made every year. I am confident that it is the wish of the commissioners to do all in their power to have everything in good order.

## EMERGENCY HOSPITAL, EAST TWENTY-SIXTH STREET.

This hospital is intended to receive maternity cases, which cannot be transferred to Blackwell's Island. It is a branch of Bellevue hospital and has nurses from the training school. It is a very pleasant little hospital, and was found in very good order.

There were about 161 patients during the year. Five patients on the day of my visit.



The head nurse takes charge of the hospital with one day and one night nurse to assist her.

The hospital was closed for several days during the year to have cleaning done.

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### BELLEVUE HOSPITAL.

Officers and employes .....	91
Trained nurses .....	115
Patients, male .....	446
Patients, female .....	212
Workhouse help women .....	73

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This is the principal public hospital of New York, and has the benefit of the services of many of the first physicians of the city. It has also the advantage of having nurses from Bellevue training school. The female wards are taken entire charge of by the trained nurses, with workhouse helpers. The male wards have trained nurses with orderlies as helpers.

There is much to please the visitors in the wards of Bellevue; as a rule they are bright and cheerful. The beds are well made, and the nurses pleasant. The patients seem very happy, and well they may, for they certainly have good care. The wards are under the care of the visiting physicians, who I think are very watchful, and I may add very proud of them, but it is when the visitors go down stairs that they see all the misery and discomfort of a hospital like Bellevue.

The kitchen asked for last year is being built, but as the foundation only is laid, I fear it will be some time before they can occupy it.

The alcoholic wards, began a year ago, are finished, with the exception of the gas fixtures; but the funds gave out, consequently they must wait for another appropriation.

The building is entirely too small. It will accommodate thirty males comfortably and fourteen females. There are two entrances, one for men, and one for women, bath and two closets, at either end of the building. The wire screens at the windows are insuffi-

cient to prevent passing bottles of liquor into the wards. I should think it would be impossible to keep it out, as there are always enough evil-disposed persons around so large a hospital, who will bring liquor to the patients.

I found 46 in the male alcoholic wards; they have accommodation for 15; the rest lie on the floor, or anywhere they can. The worst patients are put in bed, and some have to be tied. The female wards are pleasanter, and, I am happy to say, very few were in the ward the day of my visit.

The place provided for the workhouse help to sleep in is still very objectionable. With accommodation for 85, their average is 95, and sometimes they have 105. They must, of course, sleep on the floor. The beds are iron frames, with canvas stretched across; each two stories high. The only place provided for washing is one sink and one bath-tub. It is certainly terrible. It seems for these women to be in Bellevue means degradation.

The convalescent help sleep in a dark, gloomy room on this floor. The lodgers or tramps, and they are about twenty-five every night, sleep on the floor of the room used for the helps' dining-room. The laundry is in good order. One new mangle and one boiler have been asked for.

The Sturgis' pavilion was closed. It had been put in good order.

There were nine patients in the insane pavilion waiting examination. The morgue has been moved nearer the river.

The halls of the hospital have been newly painted. The warden hopes to have the wards painted this winter.

I was very much pleased to find that two women have been placed in the examining-room. It was something very much needed.

The drug shop, office and reception-room were clean and in good order. The cellar was cleaned and whitewashed at the time of the cholera scare.

On the whole, for a hospital, with the large ambulance service, which is sometimes between thirty and forty calls a day, and all the tramps that come and go, it is in remarkably good order.

The house on the dock, which needs painting, and has for some time, and the rooms used for the prisoners while waiting for the boat.



are in a shameful condition. The writing on the wall should certainly be painted out. I called the attention of the commissioners to it in the spring; they promised to paint it during the summer, but I find it in the same condition.

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### GOUVERNEUR HOSPITAL.

Doctors .....	4
Employes .....	13
Trained nurses .....	7
Patients, male .....	20
Patients, female .....	10
Workhouse help .....	7

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The building was formerly an engine-house. It is well situated near the river, standing alone in the middle of a small square, and having plenty of large windows on all sides, nine in each ward.

The lower floor is used for a dispensary office, and operating-room; the latter was added about a year ago. It is very complete.

The second floor has two male wards, ten beds in each; the third floor has two female wards. The wards were found in excellent order—beds neat and clean with good springs and mattresses. The hospital is a branch of Bellevue, and gets its supplies from there. The nurses are from the City Hospital Training School, Blackwell's Island. One supervising nurse who acts as matron. The house was painted in August by unpaid help.

The cellar is the worst part of the building. It is used as a laundry for the nurses, doctors and the house washing. The ward and patients' washing are sent twice a week to Bellevue; the soiled clothes are kept in wooden bins not far from where the clean clothes are ironed; next to these bins of soiled clothes is the refrigerator, where all the eatables are kept; not very far away is a closet where the patients' clothes are kept until they go out; there is no place for fumigating; they certainly must need it, as well as in any of the other places in the department. Then comes the kitchen where all the meals are cooked; it was in very good order; a paid cook at twenty-five dollars a month.

The workhouse help sleep on the other side of the cellar, with windows communicating with the street; gratings not sufficient to prevent their escaping, or from having liquor passed to them, which very often happens. There is a paid laundress at eighteen dollars, and a waitress at sixteen dollars monthly.

This hospital has an ambulance service. On the whole, everything was in good order, and to make any great improvement, there would have to be a new building.

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### HARLEM HOSPITAL.

Officers and employes .....	23
Trained nurses .....	7
Patients, men .....	17
Patients, women .....	13
Workhouse help, women .....	8

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This hospital, on East One Hundred and Twentieth street, occupies a large wooden house, formerly a private residence; it is usually in good order. There are two wards for men and two for women. It is a branch of Bellevue and under Bellevue. The nurses are from the City Hospital Training School, Blackwell's Island; there is one supervising nurse, who acts as matron. There has been a new wash-house, with sleeping-rooms for the workhouse help, added since last year. The hospital is very pleasantly situated, with grounds running to the river; the house is old, it seems foolish to repair it; there should be a new hospital built. There is an ambulance service for the upper part of the city.

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### CITY HOSPITAL.

Paid officers and employes .....	42
Trained nurses .....	60
Patients, men .....	433
Patients, women .....	342
Workhouse help, women .....	101

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The wards on the female side are in good order, look pleasant and cheerful, neat and clean.

The bath-rooms are not always as they should be, but as they are not in good condition, I suppose it cannot be helped; when the water towers are completed, I think it will be better. One tower is almost finished on the male side.

The wards on the male side are not as clean and pleasant as the female, for the reason that they are entirely under the care of orderlies.

The bath-rooms in several wards are in very bad condition. It has often been suggested that the nurses of the training school take charge of the male side. I hope before long this suggestion will be carried out.

The beds are generally clean and well-made; the pillows used are straw, like the beds. There should be springs with blankets, and something that would be softer and more comfortable than the straw for pillows.

The roof of the hospital is sadly out of repair, as well as the roof of the kitchen.

A building begun last year, to be used as a laboratory, is still unfinished. The building used for that purpose now is needed for other purposes. It would be very desirable, if the convalescent help could sleep out of the hospital.

There is much in the hospital that needs looking after, such as the doctors' rooms. I was told by one of the house staff, that there were bugs in all these rooms. I spoke of it to the warden, he, of course, attended to it, but when I asked who looks after these rooms, I was told a workhouse woman. I said: "Who looks after her?" "Well," he said, "no one; there does not seem to be any woman whose business it is to attend to such things." In my opinion the hospital needs a competent matron.

The pavilions and grounds are in good condition.

The washhouse and dormitories for workhouse help are well looked after.

The nurses' home has been very much improved by adding one of the pavilions.

A sanitarium for consumptives, presented by Mrs. Elbridge T. Gerry, is being built to connect with the city hospital; it will be a great comfort to the poor creatures.

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### THE MATERNITY HOSPITAL.

This building is always in good order; the beds are good and well cared for. The wards are clean and very attractive.

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### ALMSHOUSE.

Paid officers and employes .....	52
Inmates, men .....	872
Inmates, women .....	912
Workhouse help, women .....	17
Workhouse help, men .....	6

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The almshouse is the resort of the poor old men and women, who are not strong or young enough to be committed to the workhouse.

The institution consists of two large buildings situated at a distance from each other; one for men, the other for women; besides other buildings used as hospitals, offices, kitchens, laundry, etc.

As a rule the wards are kept in good order, and the beds are clean and have plenty of blankets. The ventilation is very poor, and there is no means of heating, except by one old-fashioned stove in each ward, which is insufficient to keep the wards warm enough in winter. There should be two stoves in each ward, especially on the ground floor.

The hospital buildings both for men and women are very good; wards well ventilated, light and cheerful; they are in charge of paid nurses.

New incurable wards have been opened this year; they are very comfortable, with good bath and closets; everything is new, consequently sweet and clean; paid nurses are in charge. The old wards are used for the blind.



The old hospitals, known as A, B and C, have been removed to a new brick building, with excellent baths and closets; a great improvement. These buildings are under paid nurses. The old buildings are used for the overflow from the almshouse.

The kitchen on the women's side is small and badly kept. The cooking is poor; but as the cook is poorly paid it is not to be wondered at, especially when she has so many to cook for.

The laundry is in charge of a paid woman. The work is done by workhouse women, who are sent back to the workhouse at night.

The staircases in both the almshouse buildings are uncovered. This is very unpleasant in bad weather, when the old crippled men and women have to face the storms to go to their meals. It would be easy to cover one side in winter to keep the snow out.

There are no washing or closet arrangements in these buildings, which makes it exceedingly uncomfortable for the poor old people.

The building called the "shed" is where the main body of the men congregate in bad or cold weather.

The men's dining-room is much pleasanter than that on the women's side. Both dining-rooms are well kept by inmates, who receive no compensation.

The cellar below, where the dishes are washed, is very damp and unfit for any person to work in.

The store-room is under the charge of an inmate.

A great defect in the almshouse is that those employed are not kind. I find many of the employes very rough and unfit for the care of old people. They work for their pay, and that is all.

Three years ago, Mr. George Bliss presented a beautiful chapel, with a large reading-room in the basement, with plenty of books, where all who feel like it can enjoy its comforts and pleasures. The church services are under the care of the city missions. It was a noble gift, and I can testify that all have, not only enjoyed it, but fully appreciated it.

### The Storehouse.

This building is in excellent order, and is remarkably well managed.

### WORKHOUSE.

Paid officers and employes .....	21
Inmates, men .....	450
Inmates, women .....	275

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There has been no improvement in this institution since the last report. Everything about the building is in excellent order; the discipline good, every inmate is made to work. The census has never been as low as for the last year; the work is done and well done by fewer persons than formerly. It has been difficult to keep the other institutions supplied.

The hospitals are in good order; paid nurses are employed. It would be very desirable to have the hospitals in a separate building; also a female physician on the women's side.

Every inmate is made to bathe every week. The men have the rain baths. I hope soon to see these on the women's side.

The dining-rooms are clean and in excellent order.

The kitchen is always an interesting place, not only for the good order in which it is kept, but for the very good food that the inmates have from it.

The wash-house in the rear is in good condition, but there should be another woman to take charge. It is utterly impossible for one woman to do all that is required.

Everything speaks of the great care and watchfulness of the superintendent.

The row-boat is still used at the Seventy-sixth street crossing. It is very objectionable during the winter months; a launch is very much needed.

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### WARD'S ISLAND HOSPITAL.

Paid officers and employes .....	24
Trained nurses .....	13
Patients, men .....	218
Patients, women .....	121
Workhouse help, men .....	7
Workhouse help, women .....	46

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This institution is in excellent order. Everything shows the watchful care of Dr. George T. Stewart, who came from San Francisco two years ago to take charge.

The wards are clean; beds, wire springs with blankets; bath and closets in good order, with a good flow of water.

Many improvements have been made, such as cementing the cellar, making comfortable quarters for the workhouse help; a new receiving room for patients with bath; formerly they were taken up to wards before bathing or changing their clothes, now everything is left in the cellar. If the clothes need it, they are fumigated and put away for the patients when they go out.

The clothes-rooms, all the shops, cells for alcoholic patients, and different work-rooms necessary for so large a hospital, are all in the cellar, and in excellent order.

About a year ago a training school for nurses was organized and it has done good service; their wards look very attractive, and everything is kept in excellent order, reflecting great credit on the directress.

A new and very complete operating room has been made by partitioning off a large ward.

A new laundry-house has just been completed.

Notwithstanding all the improvements, I am told that the hospital will be moved to Blackwell's Island, as Ward's Island is to be given up entirely to the acute insane. The chronic cases will be kept at Central Islip.

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### RANDALL'S ISLAND

Officers and employes .....	81
Infants' hospital, mothers .....	179
Infants' hospital, children .....	76
Feeble-minded school, hopeless idiots (boys), hopeless idiots (girls), large idiots (boys) .....	543
Branch charity hospital, men and women.....	587
Workhouse help, men .....	37
Workhouse help, women .....	125

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The above institutions are very unlike in their objects, but are under one superintendent, and, considering the difficulties in the way of good management, are comparatively well cared for. There have been many changes since last year. A new superintendent has been appointed, and Mrs. Dumphy, who has been on Randall's Island for many years in charge of some of the schools, now has charge of all the children's institutions (except the infant asylum). She is a woman of great executive ability. I hope there will be the much needed improvements in the children's institutions.

One great deficiency is that of paid mechanics. Throughout the island, one always finds buildings more or less in need of repairs, pipes leaking and ceilings falling. The excuse always is, that there is no one to do the work. The repairs cannot be made until some work-house prisoner is sent up, who is a competent workman.

The infant asylum I found in fairly good order. Many of the ceilings are stained by leaking pipes; in some of the wards the ceilings should be taken down and new ones put up. The wards, as a rule, are bright and sunny; the beds were neat and well made; the air was not good in several of the wards. The beds are straw; they should have wire springs, with blankets; it is much better for health as well as cleanliness; they were filling the beds in some of the wards; it makes a great dust, which must be very bad for the little children. The kitchen was in good order, with a paid man cook. The ice-box is in a terrible condition. I should think it unfit for use; it is too old to be repaired, consequently should be discarded. The supply of clothing is very poor.

#### Feeble-minded Children.

In this building the work is done entirely by the inmates. The dormitories were in excellent order; each child has its own towel hung on a nail with its number, with a bag on the same nail with brush and comb. The play-rooms are large and pleasant, with bright pictures on the walls. The girls had plenty of dolls. There are two resident teachers; two come in for the day. Boys that go to the industrial school are taught about two hours during the



day. I saw a very creditable performance of calisthenics and singing. The teachers deserve credit for their patience with these poor children.

### The Large Idiot Boys.

These boys number about forty and do the work of their building under the charge of two men. The place is usually in good order, but the day of my visit things were in very great confusion, as the boys' hospital was being repaired, and some of the children were placed in this building. When the new arrangements are made, I hope to see everything in good order.

### Incurable Idiot Boys.

This is the most discouraging place on Randall's Island, both for officials and visitors. The boys are helpless and often disgusting, and many are epileptics. A woman is employed to care for a few of the younger ones, and two men have charge of those who are nearly or quite grown up. They sleep in one large dormitory on straw beds or on cots, without sheets or pillow cases, lying on rubber sheets with blankets over them. Two workhouse women take care of the room. It is very painful to visit this place.

### Incurable Idiot Girls.

Here are the girls of the same class under the charge of two nurses. They look clean and the air of the place is not disagreeable. The dormitory is clean and neat; the beds are well cared for. It is very hard to look after these poor creatures.

### Boys' Hospital.

This building was empty; it was being put in order. The bath-rooms were to be entirely new, and everything looked as if it would be a very comfortable home for the poor children that are sent to the island.

### Girls' Hospital.

This building is in good order; the wards are bright and pleasant; beds were clean and well taken care of; they were straw. I hope in time to see the straw beds put out of all the institutions. The bath-rooms and closets are outside the wards in a tower; an excellent arrangement. The upper ward has not

been used for some time (for some reason, nobody seemed to know why), but it has been painted and put in good order, so that the two lower wards can be relieved, as they were often very crowded. The girls are, by the new rules, not allowed to roam around the island unattended.

### The Hospital School Building.

This building was formerly used as the public school building, but for several years it has been used for the hospital children. Many of them are ailing, but able to attend school for part of the day. One of the great troubles with which to contend on this island is eye or skin disease, for the reason that these children are not received in any of the city institutions. Great care is taken to keep those afflicted with the contagious eye trouble separated from the other children.

### The Industrial School.

Here is where the boys and girls are made useful. Girls make dresses and do plain sewing and mending. The greater part of the sewing is done for the institution by these girls.

The boys are taught to make tinware, baskets, and shoemaking, tailoring and carpentering; all the tinware that is used in the department is made here. Many of these boys and girls are epileptics and paralytics, and could not make a living outside of an institution. There has been a new room added to this building to be used as a general clothes-room; all the clothes from the different buildings are now brought in here, sorted and put in closets built for the purpose, and given out when and where needed. Formerly, a ward with twenty-seven children had forty garments; another with thirty children had about fifteen garments. I hope on my next visit to see great improvements. Mrs. Dumphy has been in full charge only three months; she has already done much toward putting things in order, and I sincerely congratulate the commissioners that they are so fortunate as to have so capable a superintendent.

### Pavilions.

These are two new buildings; one has four wards, two for eye trouble and two surgical. The first one is very well adapted for



the work. The wards are entirely separated; each ward has its own kitchen and laundry arrangements. The bath-rooms are not quite as convenient as they should be. The next pavilion has four wards opening into each other with one kitchen in the center for all; in this pavilion the children with contagious eye trouble are kept; it is a very good place for isolation.

### Men's Hospital.

There are three wards, one orderly in each, and one workhouse woman. The wards are usually neat and clean; the beds are well cared for; they are the usual straw bed. The bath-rooms are very poor, and the wards are always crowded; some times three are put in two beds. They were painting the halls, making it look fresh and clean.

### Women's Hospital.

This building was in fairly good condition. The three pleasant wards are usually in good order, beds neat and clean. The nurses seem to take very good care of these patients. The bath-rooms are not quite as I would like to see them; the flow of water in the closets is not sufficient at times to keep them clean.

### The Workhouse Women.

These women sleep over the washhouse; they have very comfortable quarters; their beds are iron frames with sail-cloth on them; each had two blankets and a pillow. Their quarters are warmed from the steam pipes. There are two dormitories; they wash down stairs in a large sink; a good bath-tub is provided. The supply of clothing is oftentimes very short.

### Workhouse Men.

The workhouse men sleep over the kitchen. They have two dormitories; a sink with running water to wash in. The men that attend to the gas-house and the work near the dock sleep in the penitentiary building. They are all quite comfortable.

## HART'S ISLAND.

## Branch Workhouse.

Officers and employes .....	13
Inmates, men .....	83
Inmates, women .....	14

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The branch workhouse is always in good order; dormitories and grounds present a very neat appearance; sea-wall and roads are kept in good repair.

The dormitories have iron cots, with sail cloth spread across, which is much neater than straw, for the class of men sent here. There are hooks put up for men's clothes at night; a good wash-room next to each dormitory, towels are changed twice a week, the roller towel is used, but I suppose it cannot be helped in a place like Hart's Island. The dining-rooms were neat and clean, also the laundry; the bakery was in good order and the bread excellent. Several of the dormitories were not in use as the census was very low; they were being painted and put in order. The men do all their own cleaning in their buildings, no workhouse women being employed in or around them. There are a few workhouse women on the island for house servants; their dormitory looked bright and clean, with growing plants in boxes; they have good facilities for washing; the flow of water is very good, which is a great improvement, as formerly there was great trouble about water on the island.

On this island is the city cemetery; everything is kept in good order; about 5,000 are buried here yearly.

Respectfully submitted.

ANNIE G. de PEYSTER.





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# R E P O R T

OF

Visitations of Poor-Houses and Charitable Institutions of the Sixth Judicial District.

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By Commissioner WALRATH.

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# R E P O R T.

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## MADISON COUNTY ORPHAN ASYLUM.

This orphanage was visited Tuesday, August 2, 1892, in company with Commissioner Foster and the assistant secretary.

The asylum was founded and partially endowed by the late Gerrett Smith, and is located in the village of Peterboro, near his old home.

It occupies a three-story frame building formerly used as an academy, with grounds fronting on the village common, well-shaded and ample for purposes of recreation for the inmates.

The asylum is intended for a shelter for the orphan and destitute children of Madison county, and its affairs and management are directed and controlled by the county superintendent, who appoints the superintendent, matron and other officers, and exercises general supervision in all matters of administration.

The funds bequeathed to the asylum are in the hands of a board of trustees, of which the superintendent of the poor is a member, and the income is applied to the support of the asylum, and whatever is required, over and above this, is appropriated by the board of supervisors. The report of the asylum for the last fiscal year shows receipts from income of \$645.17, and from appropriation by board of supervisors of \$2,000, total \$2,645.17; and expenditures for all purposes of \$3,661.33, or an excess over receipts of \$1,016.16.

On the day of visitation the superintendent, Mr. Stephen Barber, who was appointed in November, 1891, was present, and with his wife, who acts as matron, accompanied the visitors in the inspection and gave all required information.

There were present thirty-four inmates, viz.: Twenty-four boys and ten girls, the oldest 14, and the youngest 4 years of age. These children appeared healthy and well nourished, and we are informed that there had been but little sickness and no prevailing



epidemic. Out of a total number of forty-two under care during the last year there was one death. There was no apparent indication of eye, skin or scalp disease among the inmates. They were suitably clothed and appeared cleanly in person.

The employes, besides the superintendent and matron, are a teacher, a seamstress and a cook.

The inspectors visited all the rooms and departments of the main building, and found them in fairly good order and condition; the dining-room, kitchen and domestic offices clean, and the dormitories well ventilated, and they were impressed with the belief that the superintendent and matron were in this respect acceptably discharging their respective duties.

But it was noted that the asylum was not well and fully supplied with the appliances and conveniences to enable its work to be carried on with proper method and in the most approved manner. Roller towels and wash-basins were in use but there was an inadequate number of the latter. There is but one bath-tub, to which hot water is supplied from a boiler, on the kitchen range. The water is taken from a well and a cistern, and the supply is limited and inadequate to the proper demands of the asylum. The beds in use are double and of wood. The closets in the rear of the building are of the open-vaulted plan, common to farm-houses and country places, and were in bad order. Their location near the school-room makes them doubly offensive. The boys' dormitories on the third story, access can be had only by way of the obtained by the main stairway at the front of the building, and an inclosed stairway from the kitchen in the rear. To the girls' dormitories on the third story, access can be had only by way of the main front stairway. As the asylum is a wooden structure, and as there are presumably no appliances for the extinguishing of fire or ready means for the relief of imprisoned inmates of the upper dormitory, the inspectors regarded the conditions as specially hazardous and so informed the superintendent.

His attention was also called to the other matters noted above in which the asylum is deficient.

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NOTE.—Since the visit to the asylum, the commissioner of the district is advised that many repairs and improvements have been made in accordance with the suggestions made by the visitors and noted in the foregoing report.

## MADISON COUNTY POOR-HOUSE.

A brief visit was made to this institution on the afternoon of Tuesday, August 2, by Commissioners Walrath and Foster and the assistant secretary. The superintendent of the poor, who resides in the house and acts as keeper, was absent on official business, and the institution was in charge of his wife, who acts as matron of the establishment.

There were present eighty-two inmates, viz., fifty-two men and thirty women. Included in this census are two children, both under two years of age, one of whom was born in the house. One of the inmates, Mary Baker, was a former inmate of the Utica State Hospital, and another, Mrs. Eliza Bendick, is said to have "spells of excitement."

The buildings were erected some fifteen years ago and the local authorities have evidently both understood and practiced the economy of keeping them in thorough repair. No deficiency or neglect in this particular was observed in either exterior or interior. There is said to be an abundant supply of water, obtained from springs at such an elevation that it is delivered by gravity pressure to all parts of the building, and with sufficient force to make it highly effective in case of fire. The institution is especially favored in this respect. A tour of the building disclosed no point for adverse criticism. Each room and department was found in a highly commendable condition of good order and cleanliness, and apparently liberally provided with the supplies essential to comfort and convenience. Time did not permit particular inquiry on some essential points for which inspectors must depend upon the records and the statements of officers and inmates, but the impressions derived from observation only, were very favorable to the management.

An especially attractive feature of this poor-house is the lawn, extending from the front of the buildings to the highway, with its carpet of grass kept well trimmed and fresh with frequent watering, its shrubbery and flowers and well-kept roadway and paths.

And another feature worthy of special mention is the large well-cultivated vegetable garden.



These matters of adornment and utility are so generally neglected or regarded as of very minor importance in connection with county institutions, that this poor-house can with propriety be said to constitute an exception to the rule. Contrasting the two institutions visited on this date—the orphan asylum and the poor-house—the inspectors are obliged to accord superiority to the latter, as a better building, better furnished, better provided and apparently better managed. An earnest effort should be made by the representatives of the people of Madison county to raise the standard of their orphan asylum, at least to that of their poor-house.

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### CHENANGO COUNTY POOR-HOUSE.

*Visited May 26 and August 3, 1892.*

On or about the first day of May, 1892, letters were received by Commissioner Letchworth and myself from Mr. Gorham, superintendent of the poor of Chenango county, in relation to the condition of the county poor-house. The letter was no surprise, and I was much less surprised upon visiting the place at the condition in which I found things. In November, 1891, I visited the poor-house and inspected the new county buildings, not yet completed, and at the next regular meeting of the Board expressed my disapproval of both the location and their construction. It is well to note the fact that neither the State Board of Charities nor the commissioner of the district was consulted as to the construction of the buildings, therefore, neither should be held responsible nor bear criticism for the defects existing.

Immediately upon receiving the letter from Superintendent Gorham, I requested the secretary of the board, Dr. Hoyt, to accompany me to the county for the purpose of inspecting the buildings and inmates. The inspection was made May 26, and our views in respect to the improvement of the condition of the institution were freely given. At the stated meeting of the Board held July 13, 1892, Commissioner Foster, assistant secretary Fanning and myself were made a special committee to make another inspection, which was concluded August 3, 1892. Very

little if any change had been effected since the inspection of May 26. It is very apparent to the commissioner of the district as well as to the other members of the committee, that the condition of the buildings, grounds and water supply is in great measure due to the ill-feeling existing between the board of supervisors and the superintendent of the poor, the result of locating the buildings on the old farm. In the opinion of the commissioner of the district, the superintendent, had he been disposed, could have changed the condition of the grounds about the buildings and have done much to improve, temporarily, the sanitary condition of both the main building and the one used for the idiotic and filthy.

In the opinion of the commissioner of the district, the board of supervisors and the superintendent of the poor are suffering just criticism from the taxpayers of the county, and the visiting committee of the State Charities' Aid Association, for the existence conditions in and about the county poor-house.

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### DELAWARE COUNTY POOR-HOUSE.

Visited Thursday, a. m., August 4, 1892, by Commissioners Walrath, Foster, and the assistant secretary.

The keeper reported the number of inmates at forty-one, viz.: Twenty-three men and eighteen women. There were no children and the keeper stated none "that were actually insane but several that were a little peculiar."

There was no sick. The county physician, who lives in the village of Delhi, a mile and a half distant, generally visits the house once in two weeks and whenever called.

The building is a frame structure with a center of three stories and two-story wings on each side. The exterior is freshly painted in white, and the yard and grounds about the house are in good order.

The inspection developed nothing of special interest beyond an evident effort on the part of the superintendent and keeper to continue and maintain the improvements commended by the com-



missioner of the district in his previous reports of visitation. Considerable has been done during the last year to improve the interior of the house. New floors have been laid, stained and oiled, and a number of rooms painted, papered and kalsomined, so that the house can be said to be in very good repair. The hot-air furnaces, of which there is one under each wing, are old and inadequate properly to warm the house, and are about to be replaced with approved appliances for steam-heating. This will be a very marked improvement, giving additional comfort to the inmates with greater assurance of safety to them and to the county property. Though the inspection was made at quite an early hour, the morning work was mostly done up, and the rooms clean and in order, and so well ventilated that no "poor-house" smell was perceptible.

The inspectors were of the opinion that the superintendent and the keeper were doing about the best they could with an old building constructed on plans that have, happily, been obsolete for years.

The inspectors regret the continued occupancy of what is called the "crazy-house," a detached building in which filthy cases and those offensively diseased are kept. It is a blot upon an otherwise very creditable institution that should be promptly removed.

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## TOMPKINS COUNTY POOR-HOUSE.

*Visited October 19, 1892*

The total number of inmates on the day of visitation was twenty-four, of whom ten were women and fourteen men. This number is a little less than the average for this county. There was an infant about 4 weeks old and a boy about 11 years, the latter illegally retained in the poor-house.

The board of supervisors of this county recently appropriated \$20,000 for the purpose of constructing new apartments for the men, and for repairs to the old building, to be utilized for the women, and also as a residence for the keeper. The new building

is of brick, and on the day of visitation the walls were about two-thirds erected.

About the first day of February, 1892, I was informed that the county had made this appropriation of \$20,000 for building and repairs, and the day following I addressed the following letter to Dr. John E. Beers in regard to the matter:

DR. JOHN E. BEERS:

My Dear Sir.—I understand that your county has made an appropriation for a new poor-house and that you are chairman of the committee on construction. If not too late, please allow me to make the suggestion that I be allowed to invite the Hon. Wm. P. Letchworth, of the State Board of Charities, to appear before your committee with plans and suggestions. Mr. Letchworth has traveled widely through both this country and England, and has visited nearly all of the alms-houses of both countries. He is probably the best informed man in this State upon proper poor-house construction. No expense will be involved in obtaining his views, and the result would no doubt save your county many dollars, and secure for you a most convenient and economical building.

PETER WALRATH,

*Commissioner.*

Neither Mr. Letchworth nor myself ever received any acknowledgment of this letter; but the committee proceeded with the construction of a building which has probably cost the county from five to eight thousand dollars more than would have been necessary, had the members availed themselves of the information offered. It is a surprise to your commissioner that the supervisors could have been induced to locate the building where it has been placed, to accept such plans, or to make so useless an appropriation for the accommodation of so few inmates. It will undoubtedly be a very expensive investment for the taxpayers of the county before it reaches completion, and it will necessitate a much larger annual expense to maintain the institution than would have been necessary with a suitable building.



**BROOME COUNTY POOR-HOUSE.**

*Visited October 18, 1892.*

I found that Secretary Hoyt had made an inspection of this institution about the first day of October, therefore did not make as thorough an inspection as I would have made under other circumstances.

I found the buildings in good order and repair. The county has built a very fine and commodious stable and barn during the past year. The insane kept by the county were removed to the Binghamton State Hospital during the past year.

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**SUSQUEHANNA VALLEY HOME.**

*Visited October 18, 1892.*

I found in this home on the day of visitation 130 children. One hundred and five boys and twenty-five girls one hundred and twenty of the number in school. The buildings are in good condition, well provided with everything, except the very essential matter of room in the dormitories which are very much overcrowded. The oldest child in the institution was 14. The children all looked well, healthy and clean. Everything about the institution was in good repair and as well furnished as the means at hand would allow.

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**TIOGA COUNTY POOR-HOUSE.**

*Visited October 19, 1892.*

I found forty-one inmates present, viz.: Twenty-six males and fifteen females. The buildings, with the exception of the men's quarters, were found in good order.

The men's department is being rebuilt and the finishing coat of plaster was being applied to the interior walls. When completed and ready for occupancy this building will provide very comfortable quarters for the men. It has verandas on three sides, is well lighted and ventilated and has ample dormitory space, to which two independent stairways give access.

I am very much pleased to report that all the old wooden bedsteads have been replaced by iron, and that most of the floors in the women's department are covered with carpets.

The keeper's wife has furnished most of the inmates with a good supply of new clothing. Sixty new shirts and new and comfortable underwear for all the men, and for each of the women new flannel underwear, two sets of underclothing and two dresses.

The county has just finished a new system of water supply, by building a reservoir on the hillside about 70 feet above and about 450 feet from the main buildings. The water can be used for fire purposes, as there is a main pipe laid to the house and barn with attachments for connecting hose. The water is supplied from springs in the vicinity, which flows into a well on which is a wind-motor that will force the water to the reservoir when needed. The county farm has furnished very abundant crops the past season.

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### CORTLAND COUNTY-POOR-HOUSE.

STATE OF NEW YORK, }  
OFFICE OF STATE BOARD OF CHARITIES. }

HON. PETER WALRATH, *Commissioner of the State Board of Charities:*

In compliance with your request, I visited and inspected the Cortland county poor-house, December 12, 1892, and respectfully report:

The number of inmates at the time of my visit was sixty-three, viz.: Thirty-seven males and twenty-six females. They were mostly aged persons, and generally infirm and helpless. A few of the most feeble cases occupied the building formerly used for the insane, and the idiots, removed from the old frame structure, were also in this building. There were two epileptic girls among these, but no insane, all of this class having been removed to State hospitals. There are two rooms in the main building set apart for the sick — one for men and one for women. The former room



had five patients, one of whom was suffering from injuries and four with chronic diseases; the latter room had only two patients, both of whom were chronic cases. The inspection was in the absence of the keeper. The house is comfortably furnished, the beds and bedding were cleanly and well covered, and the institution throughout was in good condition. The supplies were wholesome and abundant, including a variety of well-stored vegetables and fruits cultivated and raised upon the premises. The attending physician visits the institution weekly, and also on telephone call whenever required.

Respectfully submitted.

CHAS. S. HOYT,

*Secretary.*

ALBANY, *December* 14, 18 2.

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The assistant secretary, at the request of the commissioner of the district, visited the Otsego county poor-house and the Orphan House of the Holy Saviour, at Cooperstown, and has submitted the following notes of his inspection:

### OTSEGO COUNTY POOR-HOUSE.

*Visited on the forenoon of Wednesday, January, 4, 1893.*

The superintendent and keeper, Mr. Sliter, was present and gave from the register the census of the day, as sixty men, twenty-six women and two infants; total, eighty-eight.

Among the inmates is one epileptic, aged 50, three women said to be "mildly insane," and one man committed under sentence for vagrancy, whom the superintendent thinks insane.

In addition to the inmates of the poor-house, the county supports seventy-eight insane in State hospitals, two pupils in State institutions, and forty-five children in the Orphan House, at Cooperstown, making, as near as could be ascertained, a total of 213 dependents.

Besides the superintendent and his wife, who act as keeper and matron, there are of paid employes, two men who work on the farm and about the house as required, and two women, one of whom is a servant in the superintendent's family and one a general help about the pauper department.

The property includes the farm of 135 acres of good land, on which the poor-house is located, and a wood and pasture lot of ninety-five acres at Clintonville, a mile and a half distant.

The farm crops the past season are reported to have been very good, with the exception of the potatoes, which so far failed that the superintendent has been obliged to purchase a considerable quantity.

During the past year sixty-five single iron bedsteads, with woven-wire mattresses and comfortable overmattresses, have been put in, and, to that extent, the old wooden bedsteads displaced.

The women's department is now entirely furnished with these beds.

Two new bath-tubs have been placed, one in the superintendent's room and one in the men's department, making the number of tubs now in the house, three. A new range has been put up in the superintendent's kitchen, and seven new coal stoves in the inmates' room; most of the halls and rooms kalsomined and some of them newly papered. The "old men's building" and the hog-pen and slaughter-house have been newly roofed and the ice-house repaired.

On a survey of the buildings, the women's dormitories were found in good order, with beds neatly made and work done up. They were somewhat overheated, but fairly well ventilated and the air good.

The improvement effected by the removal of the partitions that formerly divided these dormitories into small rooms was again noted. The inmates' dining-room and kitchen occupy in common a room in the basement of the women's department. The room is not large enough for both, and the combined use is, for obvious reasons, very inconvenient and undesirable.

The superintendent stated that he intended, as soon as the season will permit building operations, to remove the old stone cellar which now adjoins this basement, and build a new and convenient kitchen and pantry and to repair the present dining-room.

The women's closets stand in the same position and condition as noted in previous visitations, but it is also intended to change



these in the spring to a more convenient position and put them in proper condition.

The condition of the men's department did not compare favorably with that of the women's. All of the rooms were greatly overheated, without proper ventilation, and the air in some of them so very bad that it seems a wonder that men could live in it. The visitor entered these rooms from the fresh, pure air of the winter morning had a taste of Flatstaff's experience in the buck-basket; he met "the rankest compound of villainous smell that ever offended nostril."

The rooms are each provided with a large coal stove; the inmates have access to the store of coal and tend their own fires, and the only means of ventilation is by the windows. Under these circumstances the superintendent's statement that it was impossible properly to regulate the heat and ventilation is readily admitted. These two essentials should never be within the control of the inmates of a public institution.

One of the improvements most needed in connection with this poor-house is an approved system of steam-heating.

There is no established dietary; bread, salted meats and potatoes are the staples throughout the year. Fresh meat is furnished occasionally, and whatever vegetables the farm and garden can supply. The bread that was seen was of excellent quality.

The institution depends on wind-power for its water supply, and, as the storage tank is small, there are times when this supply is inadequate. To remedy this, the superintendent proposes to replace the present reservoir of 70 barrels with one of 300 barrels, which should be a sufficient storage capacity to insure a constant and ample supply.

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## ORPHAN HOUSE OF THE HOLY SAVIOUR, COOPERSTOWN.

*Visited on the afternoon of Wednesday, January 4, 1892.*

Some much-needed repairs and improvements have been made in and about this asylum since it was visited last year. The exterior walls of the building have been painted, and the interior

repaired and kalsomined; five new closets have been put in and also a new boiler for supplying water for bathing purposes; flooring has been renewed and repaired and other ordinary repairs, which have heretofore been too much neglected, have been properly attended to. The most important improvement is the provision of substantial iron fire-escapes from both the boys' and girls' dormitories. These additional safeguards against possible calamity in event of fire, relieve the management of grave responsibility.

A thorough inspection was made of the asylum and all the rooms and departments found in a commendable condition of cleanliness, neatness and good order. The dormitories were especially neat and attractive and, though that of the boys was overcrowded, the ventilation was good and the air pure.

The children were seen in the rooms and halls where usually engaged or employed at such hours, and they generally appeared well nourished, contented and cheerful, were cleanly in person and suitably and comfortably clothed. There were none sick on the day of visitation and the attending physician, who was present, stated that the general health of the inmates was excellent. There have been no deaths during the year.

During the spring there were twenty-five mild cases of scarlet fever among the children, and for several months the asylum was quarantined on that account. None of the children were seriously ill of the disease. The diet of the inmates, as reported, seems well suited to their requirements, ample in quantity and of good quality. The daily supply of milk is ninety quarts.

The matron reported eighty-one inmates present, viz.: Fifty boys and thirty-one girls, with a staff of fourteen officers and employes.

The asylum was in all respects in more satisfactory condition than on any previous visitation.

Respectfully submitted.

PETER WALRATH,

*Commissioner.*





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# R E P O R T

ON THE

New York Institution for the Blind.

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By Commissioner STEWART.

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# REPORT.

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## NEW YORK INSTITUTION FOR THE BLIND.

(INCORPORATED 1831.)

*Superintendent*, WILLIAM B. WAIT.

*Inspected December 29, 1892, and January 10, 1893.*

### Census:

Officers .....	6
Teachers .....	25
Employees .....	28
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Total .....	59
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Pupils, male .....	121
Pupils, female .....	90
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Total .....	211
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On the day of inspection, with few exceptions, the pupils had gone to their homes for the Christmas holidays, and the census above given is that of December 22. Of the teachers, twenty-two reside in the institution, and six are blind.

The institution was incorporated as a private charity, and the title is vested in the corporation and is free from all incumbrances. Blind pupils are received on application from 8 years of age so long as they may be capable of instruction, but few are received over 18. Originally maintained as a private charity, the number of pupils increased to such an extent that it became necessary to obtain assistance from the State, which now makes an appropriation of \$250 per annum for each pupil educated and maintained in the institution; this appropriation has been annually made since about 1840; in addition to this appropriation from the State, fifty



dollars per annum is paid by the counties for the clothing of pupils admitted from them. Pupils are received from the counties of Long Island, New York and Richmond. The distinction of State and county pupils does not exist in the blind asylums in the State. No private pupils are received, and there is no limitation requiring indigency of pupils admitted.

The superintendent, who gave the above facts to your committee, stated that the per capita appropriation of \$250 by the State was scant, and that the cost of educating and maintaining each pupil amounted to about \$280, exclusive of any rent charge, or clothing; that the number of pupils had remained stationary, or slightly decreased, within the last five years, the decrease being among the girls; that the ratio of the blind to the general population of the State has somewhat decreased, and that this fact was attributable to the improved sanitary conditions of the children's homes, or orphan asylums, etc., and to a better knowledge of ophthalmic diseases, and an increased number and greater skill of specialists for eye trouble; the superintendent strongly condemned the use of the roller towel in institutions, and gave as an additional reason for the decrease of diseases of the eye, that this had been generally abandoned and the individual towel substituted in institutions for the care of children. The superintendent stated that the last census of the State showed about one blind person to a thousand of the population, and that only seven per cent of the blind were under 10 years of age, and that eighty per cent have become blind, or are blind, after 20 years of age.

The general health of the inmates had been good during the year, there had been no epidemics, contagious diseases, or deaths, and no one was in the hospital at the time. Special attention is paid to the sanitary conditions, all the water used by the pupils for drinking, is first boiled. The pupils go to Sunday-school and church on Sundays in the neighborhood; there are six churches of different denominations within four blocks of the institution. The pupils are taught to go about alone, and, if they can obtain the written consent of their parents for that purpose, they are allowed to go about in the streets alone and thus learn to be independent;

in some cases their Sunday-school teacher or friends come for them on Sunday mornings. The school year began on the second Wednesday in September, and will end on the last Wednesday in June; pupils who have homes to go to are allowed the usual Christmas and Easter school holidays.

The blind asylum has always occupied its present site, on Ninth avenue, between Thirty-third and Thirty-fourth streets. The dimensions of the property are 200 feet front on Ninth avenue by 400 depth on each side, the institution is set back about 100 feet from Ninth avenue, and a large front yard has thus been reserved, which is in grass. The main building covers nearly the whole of the front, is a four-story structure built of stone, it has three extensions to the rear, a north wing, used mainly by the boys, a south wing, used by the girls, and a middle extension which contains the dining-hall, assembly-room, etc. The buildings were all inspected and found to be in good order and repair, exceptionally so considering their age.

The dormitories of the girls are in the south wing; on the fourth story the older girls sleep in six rooms opening on a long corridor, each room containing four or five beds; there were twenty-five beds in these rooms, these were of iron with wire springs, hair mattresses, good blankets, sheets, white spreads and pillows, a chair by each bed and two clothes closets in each room. A small room adjoining contained twelve beds for younger girls, was lighted from three sides by windows, and thus had good cross ventilation. All the dormitories are heated by steam which is not turned on at night, and are lighted by gas. On the third floor there was a dormitory, similar to that last described, containing twelve beds, and a larger one containing twenty-six beds, also others containing seven and seventeen beds. The second floor contained three small dormitories, one with seven beds, another for little girls with ten beds, and another with twelve; doors opening from the dormitories into the halls swing both ways and, in addition to these, heavy iron doors have been provided for use in case of fire; it was noticed that the stairways were virtually fire-proof, being built of iron and slate with the use of



little wood in the halls; automatic sprinkling arrangements were ready for use in emergency on the lower floors. The superintendent stated that all the rooms in the girls' wing were used, but that none of them were full, and that the institution had a comfortable capacity for 240 pupils. The count showed 127 beds on the girls' side for ninety pupils; some of the teachers sleep in the girls' wards; all, or nearly all, of them are women. The north wing, occupied by the boys, was next visited, the top floor contained six rooms, each having four beds used by the older boys; these rooms contained chairs and closets like those on the girls' side, but chairs and clothes closets are not provided in the other wards. The dormitories on the third floor contained respectively six, twenty-nine and twelve beds; those on the second floor contained thirty beds, eleven beds and thirteen beds; in all there were 125 beds on the boys' side for 121 boys, the boys' building being virtually full.

A second visit was paid to the institution on the 10th of January, 1893, to see the pupils who were absent on the first visit enjoying their Christmas holidays. The superintendent again courteously conducted the inspector. In a small room on the ground floor three girls were learning about cooking, seated side by side, while the teacher explained a receipt. Upon the teacher's request one of the pupils rose and went to another part of the room, turned a tap, and then went to one of the gas stoves used in the instruction of the cooking class, turned another tap, took a match-box and lighted the gas. This was done almost as readily as if the girl had not been totally blind. In another room twenty-three of the older girls were assembled sewing on machines, and doing fancy work, they were talking quietly together and were sitting without regard to light; it was towards evening and the gas was not lighted. It was surprising to notice how well the work was done. When the pupils were not moving about it was hardly noticeable that they were blind. In another room some pupils were reading from point print about the invention of the piano, another pupil was taking an organ lesson in the large assembly hall.

The kindergarten class was especially interesting, fifteen of the younger pupils were seated at two tables playing and studying with square wooden blocks, and arranging these in accordance with the instructions of the teacher. In the mattress shop some of the older male pupils were at work, and in a large shop on an upper floor forty-three boys had just concluded their work for the day in weaving cane seats for chairs. This work is divided into parts and all the parts are taught each pupil in turn; some of the work shown was very good. It was sad to see these boys moving about, but they seemed contented, as did all the pupils who, on brief inspection, seemed to be in good health and comfortably dressed. Fifteen of the older boys were seen as they were leaving the typewriting-room; in this there were fifteen machines in place, and the class consisted of fifteen boys. Considerable attention is paid to musical education, many of the pupils take piano lessons and fifty are taught piano tuning. There seemed to be a large number of pianos in the institution, which are used mainly for tuning practice, in all there are about twenty-five instruments. Pupils who had not been seen in the shops were seen at rest before supper in their rooms.

The superintendent showed with natural pride a geography-room which contained fine sets of relief and sectional maps, some of which had been made by him.

From his inspection of the New York Institution for the Blind, made for a committee of the board, of which the undersigned is not a member, the undersigned is of the opinion that the institution is managed with wisdom and kindness, due regard being had to the misfortune of its inmates.

All of which is respectfully submitted.

WM. R. STEWART,

*Commissioner.*

NEW YORK, *January* 10, 1893.





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REPORT

ON THE

New York State Institution for the Blind.

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By Commissioner LETCHWORTH.

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# REPORT.

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## NEW YORK STATE INSTITUTION FOR THE BLIND.

This institution was visited by the writer December 22, 1892. There were at that time 131 pupils—eighty boys and fifty-one girls. The number of pupils received during the last fiscal year was 157 and the number discharged twenty-seven. There had been no deaths, and the general health of the children appeared good. They were well clothed and cleanly in their persons. The dietary on the day of visitation was as follows: For breakfast, steak, potatoes, bread and butter, coffee, and milk; for dinner, roast beef, mashed potatoes, onions, gravy, bread and butter, and coffee; for supper, bread and butter, fried cakes, cheese, tea, and milk.

The following is a list of the asylum staff and employes, with their salaries:

Superintendent, per year.....	\$2,000 00
One male teacher in literary department, per year....	800 00
One female teacher in literary department, per year..	500 00
Three female teachers in literary department, per year, each .....	400 00
One male teacher in musical department, per year....	800 00
One male teacher in musical department, per year. ..	400 00
One female teacher in musical department, per year..	400 00
One female teacher in musical department, per year..	300 00
One instructor in the kindergarten, per year.....	400 00
One teacher in the industrial department, per year....	560 00
One female teacher in the industrial department, per year .....	500 00
One female teacher in the industrial department, per year .....	400 00



One accountant, per year .....	\$1,200 00
Matron, per year .....	500 00
Two assistant matrons, per year, each.....	300 00
Housekeeper, per year.....	300 00
Visitors' attendant, per year.....	300 00
One laundress, per month.....	15 17
Two assistant laundresses, per month, each.....	15 00
One cook, per month.....	20 00
One assistant cook, per month.....	13 00
Nine domestics, per month, each.....	12 00
Butler, per month.....	26 00
Engineer, per month.....	45 00
Two firemen, per month, each.....	40 00
Night watchman, per month.....	45 00
Farm hand, per month.....	35 00
Coachman, per month.....	30 00
General assistant, per day.....	1 50
Physician, per year .....	400 00
Special ophthalmic examiner, per year.....	50 00

The present superintendent of the institution, Mr. Arthur G. Clement, has occupied the position for the past ten years.

Teachers are required to pass a civil service examination. They and the pupils were seen in the class-rooms. The instruction appeared to be thorough, and the pupils were orderly and attentive. The school is divided into five grades, primary, intermediate, sub-junior, junior, and senior. In the primary grade are taught reading, both in line letter and point print, geography, arithmetic and calisthenics. The study of geography is assisted by the use of embossed and sectional maps. Object lessons are also given in this course. Studies in the foregoing branches are continued in the intermediate grade; and spelling, grammar, natural history, ing, language lessons, etymology and lessons on the human body in the intermediate grade, and spelling, grammar, natural history, physiology and point writing in the sub-junior grade. The course in the junior grade includes civil government, botany, rhetoric and composition, United States history, physiology, zoology,

geology, English literature and the completion of the study of arithmetic. In the senior grade are taught algebra, geometry, chemistry, physics, astronomy, logic, mental and moral philosophy, physical geography, history, political economy and Latin. Fourteen of the children are in the kindergarten.

The musical department is an important feature of the institution. Twenty pianos are brought into requisition, and seventy-five pupils receive instruction thereon. Six pupils are taught to play the organ, and various musical instruments are used by a band composed of fourteen pupils. Twenty-four are taught to tune pianos.

In the industrial department there were twenty instructed in cane-seating, six in mattress making and eight in broom-making. Forty girls were taught sewing, knitting, crochet work and bead work. Instruction is not given in culinary work, as would seem to be desirable. Each inmate is taught to make his or her own bed. Woven-wire mattress beds have not been introduced here and the old-fashioned iron strap-bottom bedsteads are still in use.

The children are bathed once a week, the larger ones in ordinary bath-tubs and the smaller ones in tanks capable of accommodating ten children at a time. The water is changed with each bath.

The ventilation in some parts of the building is faulty.

The dormitories, store-rooms, water-closets, bath-rooms, etc., appeared to be in good order and the property of the institution well cared for.

The sewer which was constructing last year has been completed, and it is intended in the spring to put in operation a device for purifying the waste before discharging it into Tona-wanda creek.

There is great need in this institution for increased facilities for object teaching, and it would seem that the appropriation of \$2,500 asked for by the managers for this purpose last year is reasonable and proper and that it should be granted.

Respectfully submitted,

WM. P. LETCHWORTH,

*Commissioner.*





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# MEMORIAL.

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Embodying Reasons why the Asylum for Insane Criminals, at Auburn, Should not be made a Receptacle for the Non-Criminal Insane.

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# MEMORIAL.

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*To the Honorable the Legislature of the State of New York :*

The deep interest I feel in Assembly bill No. 320, introduced in the Legislature by Mr. Noyes, entitled "An act to establish and organize the Auburn State Hospital, and making an appropriation for the maintenance of said hospital," constrains me to address your honorable body in reference thereto. In order to understand the full import of this measure, it is necessary briefly to consider the history of the provision made for the criminal insane in this State.

The necessity for special provision for the criminal insane was felt in the State of New York long before the establishment of the asylum for such at Auburn. Previous to the opening of that receptacle, insane criminals were either retained in the State prisons, or sent to the State Lunatic Asylum at Utica for medical treatment. In the State prisons the treatment could not be extended them which their peculiar condition required. The officers, keepers and guards are selected with reference to the care of criminals, and the regulations and discipline of such establishments are not in keeping with the needs of the insane. But in the attempt to deal humanely and justly by the convicts who had become insane, in transferring them to the lunatic asylum, a great injustice was done the non-criminal insane.

The admission of this class into State asylums greatly embarrasses the administration of these institutions, and their presence there is a constant menace and source of anxiety. The convict insane are usually debased and not infrequently extremely dangerous characters before becoming insane. Some are made so, or at least become dangerous, by efforts to discipline them in prison, and are so profane, defiant and abusive, as to make them improper associates for the insane ordinarily committed to



asylums. When it becomes necessary to deprive a respectable person of his liberty, it is neither just nor proper to compel him to associate with the guilty and corrupt, whose society would be intolerable to him if he were in a state of mental health. Such forced association creates a sense of personal wrong on the part of the non-criminal insane, and is an obstacle in the way of their recovery. In the care of the criminal insane a primary consideration is the safety of society. To make asylums sufficiently strong to retain them, cunning and ingenious as many of them are, and to provide an adequate system of watchfulness over them, give to an ordinary asylum too much the character of a prison.

In March, 1854, a committee of the Senate, in reporting upon that part of the Governor's message relating to the lunatic asylums of the State, set forth the fact that there were in the State Lunatic Asylum, at Utica, thirty-four inmates, or one in seven, who were "criminal lunatics." The committee regarded their association with the ordinary insane as highly objectionable, and expressed the opinion that they should be removed from the asylum at Utica to a suitable place provided for them in one of the State prisons. The committee presented a bill for the accomplishment of this object, but it failed to become a law.

In April, 1855, an act was passed requiring the board of State prison inspectors, who then controlled the State prisons, to provide suitable accommodations in one of the State prisons of the State, and to remove thereto from the State Lunatic Asylum at Utica all the insane convicts confined there. The same law made it the duty of the warden of any of the State prisons, whenever the physician of the prison certified to him that any convict was so insane as to make him dangerous to others, to remove him to the place provided; and the authorities of such place were required to keep such person there as long as he should remain insane. No appropriation having been made by the act of 1855 requiring that special provision be made for insane criminals, that important law remained inoperative until 1857, when the sum of \$20,000 was appropriated by the Legislature to carry it into effect.

The State prison, at Auburn, was designated as the place where provision should be made. In carrying out the intentions of the Legislature, as interpreted by the prison officials, eight acres of the prison ground at Auburn were set apart as a site for buildings, etc. This plat was closed in on three sides by a high stone wall, and on the fourth side by the wall of the prison. The principal entrance to this inclosure is through the wall on the street side towards the north; the main entrance to the prison proper is through an iron-grated gateway, on the east. The original building erected on these grounds was begun in 1857, and was opened for the reception of patients in February, 1859. By an act passed in 1858, this department of the prison was separately organized, under the name of the "State Lunatic Asylum for Insane Convicts," and the board of State prison inspectors was authorized to appoint a medical superintendent and other necessary officers to the asylum. By an act of 1869 the name of the asylum was changed to the "State Asylum for Insane Criminals." This was done to meet the emergency of properly providing for and holding in custody a class of "persons accused of the crime of arson, or murder, or attempt at murder, who shall have escaped indictment, or shall have been acquitted upon the ground of insanity," such being designated as "insane criminals," in contradistinction to "insane convicts," or persons who have been sentenced to prison and there become insane.

Under existing statutes patients may be received into the asylum from the State prisons and other penal institutions, including the Elmira Reformatory and the House of Refuge for Women at Hudson; also, in certain cases, by transfer from the State institutions for the insane. They may also be sent to the asylum by the courts direct.

By a constitutional amendment made in 1876, the board of inspectors of State prisons was abolished and the office of Superintendent of State Prisons was created. The asylum is now controlled by him, and is still included in the State department of prisons. The superintendent is required to appoint a well-educated physician of experience in the treatment of the insane as



a medical superintendent of the asylum; also, upon the latter's recommendation, an assistant, who shall be a well-educated physician; also other subordinate officers.

The original asylum, designed to accommodate eighty patients, was enlarged in 1874, so as to provide for eighty more patients. Its present capacity is for one hundred and sixty-eight. When I visited the institution, September 19, 1891, it contained two hundred and forty inmates — two hundred and twenty-three men and seventeen women. One hundred and fifty-one of these were from penal institutions and eighty-nine were committed by the courts.

As showing the dangerous character of this class, it is but necessary to state that of two hundred and eight of the inmates thirteen were committed for arson; twenty-one for assault; ten with assault with intent to kill; nine for manslaughter in the first degree; two for manslaughter in the second degree; forty-seven for murder in the first degree; ten for murder in the second degree; eighteen for robbery; forty-three for burglary; three for burglary and assault with intent to kill; fifteen for larceny in the first degree; nine for larceny in the second degree; eight for rape and attempt at rape. The dangerous propensities of the class to be provided for were considered when the building was originally designed, which presents, in its interior and exterior, the distinguishing features of a prison. Its close connection and association with the Auburn State Prison is, alone, a sufficient objection to its use as a hospital for any class of the insane.

Dr. John Ordronaux, the State Commissioner in Lunacy, in his report for the year 1874, said respecting the provision made here: "Insanity not being a crime, there is no logical reason why those suffering from it should be treated in a department of any prison. Indeed, the proximity of the prison has been a great disadvantage to the discipline of this asylum, by stimulating the weak and disordered minds in it to undertake acts of rebellion and violence with the hope of escaping. From the representations of officers connected with the institution, it seems next to impossible, with the nearness of these two departments, to prevent attempts at

communication between the prisoners and the criminal insane.

\* \* \* Knowing themselves ("the patients") to be sick men and insane in the eyes of the State, they chafe and worry under the narrow restraints of confinement put upon them in this asylum. Nor is this to be wondered at, since there is less space given them by the limited size of the exercise ground than is to be found in any other of our State asylums. There are not sources enough of employment either for the majority, who are on this account compelled to drag out a weary, monotonous and vexatious life in the corridors of the institution. Such a protracted indoor life is harmful to any class of persons, and particularly so to the insane, and if the State places them there under the name of lunatics and with the implied promise to treat them as their condition demands, it is bound in honor to make that promise good. Under existing circumstances very little improvement can be made in their condition because of these two incurable facts, viz.: the proximity of the prison and the paucity of the ground owned by the State in that locality."

In his report for the year 1876, Commissssioner Ordronaux, after repeating his objections to the asylum as then situated and governed, recommended the appointment by the Legislature of a commission to report upon the expediency of its removal to a more appropriate site and to consider a plan for its organization upon the same basis as other State asylums.

In his report for the following year, Commissioner Ordronaux again directed attention to the unsuitableness of the institution for hospital purposes. He said: "The commissioner would again call the attention of the Legislature to the necessity of removing this institution to some locality more favorable to the purposes for which it was intended. Situated as it now is, in the most densely populated portion of the city of Auburn, in the proximity of a prison, and of manufacturing establishments, the noises constantly surrounding it are particularly disturbing to irritable and maniacal patients, who are thus kept excited by external causes over which the superintendent can exercise no control. Improvement in such cases becomes very difficult, and relapses, on the other hand, very frequent. If the State really means to cure such



patients it should, above all things, secure them a quiet retreat. If it merely intends to secure their custody, apart from the labors of a prison, then the place may answer. But, in that event, its name is a misnomer; it is not a properly constituted lunatic asylum, for it lacks the first essential of such an institution, which is isolation from the noises of a dense population, grounds sufficient for exercise, and farm occupations and workshops for such as can practice mechanic arts."

In the report of the former superintendent of the asylum, Dr. Carlos F. MacDonald, made October 1, 1879, he expressed the opinion that a mistake had been made in locating the asylum in proximity to a large prison, and offered other cogent reasons favoring a change of location. In his concluding remarks on this subject he recommended, as Dr. Ordronaux had previously done, the appointment, by the Legislature, of a commission to consider the question of increased provision and change of site.

Dr. Stephen Smith, successor to Dr. Ordronaux as State Commissioner in Lunacy, in his report for the year 1882, referred to the disadvantages attending the treatment of the insane here, and recommended that a location be selected outside the city limits, where the insane would be free from the disturbing influences to which they were almost constantly subjected. These repeated protests against the use of the buildings for the insane, and the judicious recommendation accompanying them, were at length heeded, and the Legislature, in 1886, created a commission for the purpose of determining the best method of providing additional accommodation for insane criminals, and the expediency of providing farming lands for their occupation. This commission made its report in February of the following year. Some of its criticisms upon the asylum at Auburn are as follows:

"The location of this asylum is, in many respects, an unfortunate one. Being in a thickly settled part of the city, in the immediate neighborhood of three railroads and numerous manufacturing establishments, its inmates are frequently disturbed at night by passing trains and the pounding of trip-hammers, etc., in the adjacent factories, many of which are in operation at

night. Besides, the proximity of railroads offers an inducement to patients, many of whom are shrewd enough to ascertain the hour of arrival and departure of trains, to escape.

“In view of the fact that the erection of the present structure was commenced nearly thirty years ago, when the question of separate provision for the criminal insane was still *sub judice*, and awaiting the light of experience to definitely determine as to the character of buildings, location, etc., that would best meet the requirements of this class, it is not surprising that mistakes were made, both in its location and construction. It was a mistake to locate it other than on a farm of at least one hundred and fifty acres; it was also a mistake to locate it in close proximity to a large prison, with which it is so intimately associated in the public mind that it is regarded, even locally, as but a part of the prison.

\* \* \* \* It is singularly lacking in facilities for employment and recreation within doors, such as all authorities concede are highly necessary for use in bad weather. The buildings are insecure and abound in irremediable structural defects. The main dining-room is so situated that, in order to reach it, patients must pass through the central administration building, an arrangement which necessitates locking the doors of all the offices and apartments, and the stationing of a guard in that part of the building thrice daily, and subjects the officers and the superintendent's family to almost constant annoyance, inconvenience and anxiety. The officers proper, assistant physician, steward, etc., have no suitable dining-room, and the subordinate employees have none at all, being compelled to take their meals in the patients' dining-room. There are no convenient workshops for patients, and the laundry facilities, ice-house, mortuary, etc., are totally inadequate. There is also a lack of suitable accommodations for attendants and other necessary employees. In no ward is there room for more than two attendants, although the number and the character of the patients in most of them render it absolutely necessary to have from three to four; while employees whose duties are outside the wards are compelled to occupy quarters in the basement



that are dark, damp, gloomy and unwholesome. \* \* \* \*

Probably no one familiar with the situation at Auburn, and having a correct knowledge of the conditions which are essential to the well-being of the insane, would advocate the retention of the asylum in its present location."

After showing the unsuitableness of the Auburn asylum for the care of the insane, the commission made the following recommendation as to its disposal, should the insane be removed:

"Should a new asylum be provided, as herein recommended, the present building, being on the prison grounds, could readily be adapted to other purposes of which the department of prisons has need. From their own observations and the opinions obtained from experienced prison officials who are familiar with its structural arrangements, the commissioners are led to suggest that the institution could be advantageously utilized, without special modification, as a State prison for convict women, the State having none for that class, and for which no farm would be required."

The commission submitted with its report the draft of a bill providing for the purchase of an asylum site to contain not more than two hundred and fifty acres of land, also for the preparation of plans and the erection of asylum buildings adapted to the requirements of the insane and capable of accommodating four hundred and fifty patients, also appropriating \$300,000 for the purposes named. A bill containing these provisions was approved by the Legislature in June, 1887. A site for the new institution was selected at Matteawan, in Dutchess county. It embraces about two hundred and fifty acres of land. The appropriations that have been made by the Legislature for the establishment and furnishing of the asylum aggregate at this time the sum of \$770,746.74.

The question as to what use the buildings at Auburn shall be put after the criminal insane are removed from them is an important one. If, as recommended by the asylum commission just referred to, they be used as a prison for convict women,

such disposition of them would seem unobjectionable. But if the extraordinary proposition to utilize them as a State hospital for the non-criminal insane, as provided in the bill now under consideration, be adopted, the result must be disastrous to the interests of the insane.

The reasons given by the asylum commission and other authorities why the old asylum is lacking in the requisites for the criminal insane, apply with greater force to their use as a hospital for the non-criminal insane. Closely connected with, and forming apparently a part of, the State prison, structurally designed at the outset as a prison for the confinement of the most dangerous class of insane criminals and occupied for many years by convicts, closely surrounded by a high stone wall, with restricted grounds for recreation and employment, in the near neighborhood of manufacturing establishments and railways, with their unceasing and disturbing noises, these buildings with their forbidding associations seem in every way unsuited to the hospital treatment of mental diseases, especially of the sex claiming our strongest sympathy and first consideration.

The forced committal to this place of a person occupying a respectable position in society, particularly one having an acutely sensitive and diseased brain filled with shadows and delusions, cannot but have an injurious effect. Taken to the new hospital (should it improperly be called such), possibly in the same railway car with manacled convicts sentenced to State prison, brought in close proximity to the prison at the railway station, carried past its strongly iron-grated entrance and beneath the shadow of the high prison walls, along which are constantly pacing to and fro armed sentinels, the patient is finally conducted through a massive door in a continuation of the same wall, apparently into the prison itself. Such an experience must produce a fearful shock and ill prepare the excited sufferer for remedial treatment. The gloomy character of the prison structure, its long use for the confinement of perpetrators of terrible crimes, its utilization for the enforcement of the death penalty, all conspire to impress a bewildered mind with a sense of dread and apprehension.



The proposition to convert the Asylum for Insane Criminals, at Auburn, into a receptacle for the respectable and unfortunate insane, therefore, seems contrary to every sentiment of justice and humanity, and I earnestly beseech your honorable body not to approve this unjust and impolitic measure.

Respectfully submitted.

WM. P. LETCHWORTH,

*Commissioner of the State Board of Charities.*

BUFFALO, *February 23, 1892.*

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# CORRESPONDENCE

AND

Matter Relating to the Proposed Conversion of the  
State Asylum for Insane Criminals at Auburn into a  
State Hospital for Non-Criminal Insane.





# CORRESPONDENCE.

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OFFICE OF THE STATE COMMISSION IN LUNACY, }  
ALBANY, *March 24, 1892.* }

Dr. G. ALDER BLUMER, *Editor of the American Journal of Insanity*  
*Utica State Hospital, Utica, N. Y.:*

Dear Sir.— I send you herewith a copy of a circular letter addressed to the finance committee, recommending the passage of the bill providing that the Auburn Asylum for Insane Criminals be transferred into a State hospital, in order that it may be inserted in the forthcoming number of the Journal of Insanity.

I am, very respectfully yours.

T. E. McGARR,  
*Secretary.*

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## STATE OF NEW YORK:

STATE COMMISSION IN LUNACY, }  
ALBANY, *March 22, 1892.* }

*To the Honorable the Finance Committee of the Senate:*

Gentlemen.— Impelled by a strong sense of public duty, we take the liberty to briefly address you on behalf of the bill to convert the State Asylum for Insane Criminals at Auburn into a State Hospital for Insane. Our warrant for taking this liberty, if it be one, is found in section 10 of chapter 126, Laws of 1890, commonly known as the State Care Act. That section reads as follows:

“§ 10. The state commission in lunacy, whenever it shall deem necessary and expedient, by reason of overcrowding, or in order to prevent the same, shall in its annual report to the Governor, recommend the erection of such additional buildings on the grounds of any or all State asylums then existing as shall in the



judgment of said commission provide sufficient accommodations for the immediate prospective wants of the insane of this state; *or if said commission deem it more expedient, it shall recommend the establishment of another State asylum or asylums in such parts of the State as in its judgment will best meet the requirements of the pauper and indigent insane.*"

Believing that the time has come when, pursuant to this section, the commission ought to make its views concerning the above bill more fully known than was practicable in the brief hearing had upon the bill on March tenth, we call your attention to the following statement:

**The reasons which make for the prompt report and early passage of the bill are:**

The present buildings and grounds will be vacated within a few weeks.

They are in excellent order and condition, are completely furnished and equipped, and are ready for immediate use.

They will easily and comfortably accommodate 250 patients.

This accommodation for 250 patients at Auburn, when the criminal lunatics shall have been removed to Matteawan, was an essential part of the scheme on which the act (chapter 91, Laws of 1891), appropriating \$454,850 to carry out the State Care Act of 1890 rested for its successful accomplishment.

Had not this accommodation for 250 patients at Auburn been treated as a certainty of the future — it only failed of passage last year by reason of the dead-lock — the Commission in Lunacy would not have certified that in its judgment 827 inmates of county poor-houses would be all for whom the act of 1891 needed to provide accommodation, but it would have been obliged to raise the number to 1,077, which would have involved an increase of the appropriation for new buildings from \$454,850 to \$592,350.

There was a distinct understanding with the finance committee, your predecessors, that by using the Auburn plant, as proposed in this bill, the number for whom accommodations were needed would be reduced to 827, and the cost of such accommodation would be kept down to \$454,850.

Upon this understanding the Commission in Lunacy accepted the responsibility for carrying the State Care Act into full fruition, agreeing that, with 250 patients provided for at Auburn, it would, for the further sum of \$454,850, erect good buildings and completely furnish and equip them to accommodate the remaining 827 patients which, according to its calculation, would be left in county poor-houses.

The necessity will arise, should this bill fail, to appropriate \$137,500 for erecting and equipping other buildings on the grounds of one or more of the present State hospitals to be selected, in order to house the 250 inmates of county poor-houses which it was intended to house at Auburn.

If this sum of \$137,500 were appropriated by the Legislature at its present session, it is not at all probable that the hospital or hospitals could be selected and the buildings constructed and furnished before the following winter or spring.

The inevitable effect of this delay would be to postpone the execution of the State Care Act for another year, thereby unnecessarily disappointing the just expectation and desire of the people of the State, and virtually breaking the pledge made to them that the wretched insane inmates of county poor-houses should be removed to State hospitals as soon as the needed accommodations for them could be provided.

The Commission in Lunacy will disclaim any responsibility for these results, should they ensue. It has for two years advocated the proposed use of the Auburn plant as soon as such use could be had, and its published recommendations to that effect have till recently stood unchallenged and unobjected to. It pressed upon the finance committee in 1891 the point that without such use of the Auburn plant, it could not provide for 250 patients who would need to be removed from county poor-houses, and its consent to be charged with the fulfillment of the State Care Act was conditioned upon the enactment of the Auburn bill in substantially its present shape. It respectfully insists that the present finance committee should clearly comprehend the responsibility which will fall upon



it, should the bill be reported unfavorably or be suffered to fail by inaction.

That responsibility goes the serious length of keeping in county poor-houses 250 of the hapless unfortunates now detained therein for at least a full year longer than, by the passage of this bill, could be avoided. It also involves the abandonment to idleness and decay for at least one year of property which has cost the State in round numbers a quarter million dollars, and which with its furniture and equipment, valued at \$18,000, can now be beneficially utilized without costing a single dollar. It also involves an eventual expenditure of \$137,500 for other buildings, while these good and suitable buildings at Auburn are lying idle.

The only objection that has been urged against the bill—at least, the only one that seems worthy of attention—is an overstrained sentiment concerning the proximity to the hospital grounds of the Auburn State Prison. Sentiment is sometimes a powerful factor in human affairs, and it is entitled to respect when kept within the line of its proper exercise; but sentiment, to be effective for any real good, must be founded on truth and reason. The sentiment which, claiming to be actuated by the loftiest principles of philanthropy, would prefer to leave 250 wretched human beings, bereft of reason and unable to help themselves, within the cheerless surroundings of a county poor-house rather than transfer them to comfortable quarters in well-furnished, well-lighted, well-ventilated and well-warmed buildings, amid elegant grounds, simply because they might in some instances become cognizant of the fact that they were located near a prison, is a perversion of the proper sense of the word sentiment, and deserves to be regarded as merely maudlin and miserable sentimentality. In our judgment, there is nothing in this objection which ought to militate against the enactment of the bill. We, therefore, earnestly ask that you favorably consider and report the bill.

Respectfully yours.

CARLOS F. MACDONALD.

GOODWIN BROWN.

HENRY A. REEVES.

Communication from the President of the State Board of Charities.

ROCHESTER, *March 30, 1892.*

G. ALDER BLUMER, M. D., *Editor of the American Journal of Insanity:*

My Dear Sir.—I acknowledge the receipt of the copy of the communication from the Lunacy Commission, to the finance committee of the Senate, dated March 21, with the note from them to you calling for its publication in the Journal of Insanity.

Of course, there should be no *ex parte* publication. The communication itself having been *ex parte* after the public hearing, without notice to me, justifies an *ex parte* communication from me dated March twenty-ninth. But, as I have said, there should be no *ex parte* publication.

I inclose a copy of my said communication of the twenty-ninth inst., and a printed report of the said public hearing, both of which I ask shall appear in the Journal, if the requirement of the Commission for publication shall be complied with.

Very respectfully yours.

OSCAR CRAIG,

*President of the State Board of Charities, and ex-officio Member of the Districting Board.*

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ALBANY, *March 29, 1892.*

*To the Members of the Finance Committee of the Senate:*

In the matter of the bill for a State Hospital at Auburn, the chairman of the board for districting the State with reference to State hospitals, convened its members in a meeting in New York, on the 26, which was adjourned to the 28, inst.

The three members of the Lunacy Commission, who are ex-officio members of that board, proposed that the bill should be amended so as to make the Auburn State Hospital temporary.

Believing that a temporary hospital would eventually result in a permanent hospital at Auburn, unless foreclosed, I required as



a condition precedent that all the members of the districting board should declare against making such hospital permanent, before I should consent to a temporary hospital.

I therefore introduced the following resolution, viz.:

Resolved, That in view of the temporary expedient suggested in the proposed amendment to the bill relating to a State hospital at Auburn, whereby such hospital would be made provisional and temporary only, the same will, if adopted by the Legislature and Governor, remove the necessity, if any, of a permanent State hospital there; and that in the event of such adoption, we deem that it will be unwise to make such hospital permanent, or to establish any permanent State hospital within any county adjoining the county in which Willard Asylum is located.

When the vote on this resolution was taken, only two members of the Lunacy Commission were present, of whom Mr. Brown voted in the affirmative, and Dr. MacDonald voted in the negative.

This negative vote not only, but also other advices which I have satisfy me that the creation of such temporary hospital would be the beginning of an evolution of the institution into a permanent hospital.

I therefore voted in the negative on a resolution amending the passage of an amended act establishing such temporary hospital.

For the foregoing reasons I justify not only my negative vote, but my present attitude, which is one of uncompromising opposition to the passage of any bill creating any hospital at Auburn, no matter how provisional or temporary it may be in its terms. Even if the said resolution could now be passed unanimously by the Lunacy Commission, my present conviction would lead me to oppose such a bill.

I have, therefore, requested the chairman of your committee to grant me a further hearing before any favorable action on the bill, however amended; to which he has graciously consented.

With great respect, I am, your obedient servant.

OSCAR CRAIG,

*President of the State Board of Charities.*

Argument before the Senate Finance Committee March, 10, 1892, on Senate Bill No. 340, entitled "An Act to Establish and Organize the Auburn State Hospital, and Making an Appropriation for the Maintenance of said Hospital."

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Argument of Dr. Carlos F. MacDonald.

(Dr. MacDonald had started his argument before the stenographer came in.)

For the last two years, the State Commission in Lunacy, as I say, has recommended, in its reports to the Legislature, the utilizing of the buildings at Auburn, now about to be vacated by the State Asylum for Insane Criminals.

Of course, the projection and location of a new institution there, if the State had to go to the expense of establishing a new plant, would not be advocated by any one. But the fact is that there is a property there, worth about \$240,000 or \$250,000, and with furniture and equipment all complete, ready for immediate occupancy, valued at about \$40,000.

This bill provides for the creation of the Auburn State Hospital, at a cost of about \$30,000 for maintenance, to establish the institution and to start it off as established. It would have no source of income at the beginning, and it would have to have funds.

The furniture is there and is suitable for the purpose; it was left there in contemplation of a bill of this kind. Otherwise it would have been largely removed to the new asylum at Matteawan.

It is very important to pass this bill, so as to enable us to carry out the State Care Act. The grounds at Auburn are very limited, and as a former superintendent of that institution, and subsequently as a commissioner, I have reported in regard to the inadvisability of that location; and as I say, nobody would suggest to the Legislature to put a new plant there. But, having this property, that would take care of at least two hundred and fifty (250) of the patients now in the poor-houses of the State, in a condition of wretchedness and squalor and filth, we advocate it as a step in the direction of State care.



I want to say that the buildings and grounds at Auburn were not well adapted to the care of the criminal insane. It was not strong enough; it was badly located with reference to escapes. The wall is not nearly as high as the prison wall. While it adjoins, on one side, the prison property, it is separated by a high wall; it adjoins another street, and is entirely separated from the prison — absolutely. The conditions there, compared with what the insane poor now have in the county houses (there being about one thousand and two hundred in round numbers) would be palatial; and the Commission in Lunacy feels that, with the opportunity of utilizing these conditions at Auburn, as soon as the Criminal Asylum is moved to Matteawan (as it expects to do next month), it will enable us, with the buildings now in process of erection at the State hospitals, to carry into effect, by the end of this year, the State Care Act; so that we will be able to say that the State of New York has no more insane in her poor-houses.

To that extent the State Commission in Lunacy is interested in this matter. We have no personal interest in the matter beyond that.

My associate commissioners are here, and Dr. Allison, the superintendent of the institution at Auburn, is also here, and will say a word in behalf of the bill, if it is necessary.

#### Argument of Dr. H. E. Allison.

Gentlemen.—I was not prepared to come before this committee to-day, not knowing that there was to be a hearing on this subject. But I would say, as Dr. MacDonald has already stated, that the State Commission in Lunacy is in favor of this measure, and has been for two years, and has so recommended in its reports to the Legislature.

The Superintendent of State Prisons is also in favor of this conversion of the asylum into a State hospital for the insane.

It is not suitable for any other purpose. It was built some years ago (thirty years ago, a portion of it) and extended twenty years ago, as a lunatic asylum; and it has been occupied as such always. It was built at first to accommodate the insane convicts of the State, from the State penitentiaries and the State prisons. In 1869

the scope of the act was enlarged, so that prisoners from the courts could be sent there; so that now our population consists of a mixed class of inmates. About forty (40) per cent of them come from the courts, and belong to a very respectable condition of society, and are unfortunate by means of their crimes, and have to be put in a place of security.

It is not strong enough for a prison. The walls are about eleven (11) feet high. The windows have to be screwed down, and we have no way of getting ventilation except by lowering them from the top. It is not suitable for a prison, but for an ordinary asylum for the insane. The State asylum at Utica, the State asylum at Willard, the State asylum at Poughkeepsie, or at Ogdensburg or Buffalo, would not be suitable for the purposes of a prison. Ordinary lunatics do not attempt to escape, but prisoners do, and, consequently, we need a strong structure to hold convicts and prisoners sent there by the courts.

Senator McCarren.—You propose to make it a non-criminal insane institution?

Dr. Allison.—It is not strong enough for an institution of that character.

Senator McCarren.—I asked if you propose to make it a non-criminal insane institution?

Dr. Allison.—We propose to make it a State hospital for the insane, non-criminal.

Now, those asylums in the State which have been converted from other uses to the purposes of State hospitals have always proved the most economical in the way of management, and attained a high standard. The inebriate asylum, at Binghamton, was converted for the purposes of a State hospital; Willard asylum was converted into a State hospital, and, if we convert this asylum at Auburn into a State hospital, we can do it at a very small expense, and furnish proper accommodations for the insane of that district.

I have here some views of the institution, showing the general appearance of the buildings from the front, and also some smaller pictures, showing the grounds about the buildings and the interior of the various wards, which will indicate to you the character of



the asylum in general, showing that it is, in every respect, similar to the other asylums of the State.

The asylum is in no way connected with the prison. It is on an entirely different street, and it is quite a ways removed from the prison property, and no part of the prison premises is visible from the asylum grounds. There is a high wall separating the two, and cutting off the view entirely.

#### Argument of Commissioner Goodwin Brown.

I just want to say one word. In 1890, when we estimated the number of patients for which accommodations would have to be provided, the old State Asylum for Insane Criminals was estimated as a part of the system, in order to save accommodations for two hundred and fifty (250) patients. You will recollect that the State Care Act provided that these various buildings should be provided, including furniture and fixtures, at an expense of not exceeding \$550 per capita. That would save, in round numbers, \$137,000.

Again, the State Commission in Lunacy feels that it would be unwise, as long as this condition exists, to throw this over and ask for an appropriation of \$137,500. That is the point of this matter. If the Legislature is willing to appropriate that sum, we may throw that over. But the State Care Act cannot be carried out unless this institution is used. We have used every available bed in the State, and we lack two hundred and fifty (250). This has been included in the estimate made for the last two years. They cannot be removed out of the poor-houses unless this bill is passed, unless the Legislature appropriates \$137,000 for new buildings elsewhere. This will accommodate 250, and it will be available at once.

Senator ———.—What are you going to do with the present inmates?

Mr. Brown.—They are going to be taken to the new asylum at Matteawan on the first of April. Everything will be left at Auburn; even the knives and forks and tables and chairs will be left in the institution; and I would be willing that any member of this committee should go there, and I will show them that this

is one of the most valuable grounds in the State; it is beautiful; there is nothing prison-like about it. There is a wall between it and the prison thirty (30) feet high and five (5) feet thick. There are eight or nine acres of land.

We will leave it to the committee to say whether you will give us \$137,000 or turn over this property to us. Of course, personally, we feel no interest in it, but we cannot move the insane from the poor-houses unless we have this institution or the appropriation I mentioned.

#### Argument of President Oscar Craig, in Opposition to the Bill.

Mr. Chairman.—I shall endeavor to be short, though I have some statistics to present.

I wish to say in advance that I regret extremely that there should be any difference of opinion between my friend, the chairman of the Lunacy Commission, whose opinion I esteem so highly, with other members who have spoken here, and myself. But I do not feel any delicacy about it, because, really, we must expect differences of opinion on important matters.

The Lunacy Commission have recommended this measure, and the Governor of the State often recommends measures to the Legislature, but the Legislature does not think it depreciates the Governor or disparages his functions by neglecting to carry out his recommendations; and one house of the Legislature does not criticise the other because they do not agree.

It is true that the statute does impose upon the Lunacy Commission the duty of making certain recommendations, but I will show what the statute does say upon that subject. The State Care Act says that "the Lunacy Commission shall provide for the pauper and indigent insane of the district in which each State asylum is situated. Should the existing accommodations not be sufficient for this purpose, there shall be erected on the grounds of such asylum a sufficient number of buildings, of a moderate size, each being designed to accommodate not less than ten nor more than 150 patients. It shall be the duty of the managers or trustees of each State asylum," etc.

Now, the intent and the purview of this act is to provide for the chronic insane that were formerly confined in county asylums,



on the grounds of existing State hospitals, in cottage buildings. And, while I pay due respect to the Lunacy Commission, in making this recommendation I think that they have not kept themselves strictly within the spirit of the law.

I wish to say further that, as president of the State Board of Charities, I am ex-officio a member of the districting board, which consists of the Lunacy Commission, the president of the State Board of Charities and the Comptroller.

Now, the act creating this board, in section 1, provides that the board shall consist as I have stated, and that "said board is hereby empowered and directed to proceed, without unnecessary delay, to define the boundaries of the several districts into which the State shall be divided; provided, however, that no county shall be divided in such classification, and that not more than one of the existing State asylums be embraced in any one district."

This proposed asylum to be created, if this bill passes, is in an existing district, which now contains the largest asylum in the State, and in an adjoining county. I will say more on that subject. Now I want to refer.

Senator McCarren.—What asylum?

Mr. Craig.—The Willard, with a capacity of 2,000. That is in Seneca county, and this is in Cayuga county—adjoining counties.

Mr. Brown.—If this bill were passed, the law also provides that the State shall be re-districted. It would be immaterial.

Mr. Craig.—I shall say more on that subject. It would require to be re-districted.

That introduces me to the first point of my statement and my argument (I may as well make the argument as I go along with the statement). Now I state, that there are in the central part of the State of New York, a great preponderance of hospitals for the insane, as will be apparent immediately upon an examination of the map which I have had marked, showing the present asylum districts. The exterior blue lines show the confines of the State. The red lines show the asylum districts. The red stars show the location of the present asylums. Here is the Buffalo State Hospital. Here is the Utica State Hospital; there is the Willard

State Hospital, with a normal population of 2,000 (2,200 now); there is the Binghamton State Hospital, with a population of 1,200. Then on the eastern part, is the Middletown State Hospital and the Poughkeepsie State Hospital, and up here north, is the Ogdensburg or St. Lawrence State Hospital. The blue star is the proposed new hospital at Auburn.

Now the largest two State institutions are Binghamton and Willard. Binghamton with a normal capacity of 1,200, and Willard with a normal capacity of 2,000. Only two counties southeast of the proposed new hospital at Auburn, is Binghamton State Hospital, with a capacity of 1,200; only one county, the adjoining county southwest, is Willard State Hospital, with the normal population of 2,000. Only two counties west, is Rochester State Hospital. Only two counties east, is the first asylum in the State, the famous Utica State Hospital.

You see, gentlemen, that these districts already give an undue proportion of hospitals in the central portion of the State.

Moreover, New York and Kings counties are not included in the hospital districts, because they are excepted under the State Care Act, with the privilege, however, to elect to come under its operation. There is an agitation now going on in New York city; a committee has been appointed by the mayor to report. If they should report favorably and they should come under State care, you see that the disparity would be greatly increased.

Now I want to present some statistics with regard to Willard State Hospital, with a population of over 2,000, only one county from this proposed asylum — the adjacent county. The Willard State Hospital district includes the counties of Allegany, Cayuga, Chemung, Livingston, Ontario, Schuyler, Seneca, Steuben, Tompkins, Wayne and Yates. On October 1, 1891, there were 2,070 patients in that hospital, and of those but 726 were from counties of the present hospital district. You see the bearing of the point, gentlemen.

Senator McCarren.—How many can Willard accommodate?

Mr. Craig.—The normal capacity is about 2,000. It has about 2,200 now, I believe. Of the remaining number, 279 were from the Utica district; 40 from the Hudson River district; 196 from



the Buffalo district; 139 from the Middletown district; 77 from the Binghamton district; 196 from the St. Lawrence district; 19 from the Rochester district, and 37 were without settlement in any county.

Now, I proceed. At the same time there were in other State hospitals patients from the Willard district, as follows:

In the Utica State Hospital.....	45
In the Hudson River State Hospital.....	1
In the Buffalo State Hospital.....	53
In the Middletown State Hospital.....	11
In the Binghamton State Hospital.....	83
In the St. Lawrence State Hospital.....	....
In the Rochester State Hospital.....	....
<b>Total .....</b>	<b>193</b>

And in the poor-houses in the district..... 108

This makes the number of insane belonging to the district, exclusive of the criminal insane and those in private asylums, as follows:

In the Willard State Hospital .....	726
Other State Hospitals.....	193
In the poor-houses of the district .....	108
<b>Aggregate number .....</b>	<b>1,027</b>

Thus you see, gentlemen, that when by deaths and discharges, the Willard hospital is left to provide for the pauper insane of its own district only, it has quite double the required accommodation.

Senator Erwin.—That is in this district?

Mr. Craig.—That is in this district, which has an asylum with a costly plant and with a normal capacity of 2,000.

Mr. Brown.—You are well aware that the statute provides for entire flexibility, that these districts may be changed from time to time?

Mr. Craig.—That is true.

Mr. Brown.—You should also state that there could not be a district big enough for this Willard hospital. And Binghamton is the same. And the State Care Act very wisely provided for a system of transfers. Take the St. Lawrence State Hospital, when it is completed in a year or two it will accommodate 1,500 patients; and it cannot be possible to give it a district large enough without infringing on some of the others. Therefore, the State Care Act provides that inmates may be transferred so as to equalize the population; and when the State Care Act buildings are completed that course will be pursued.

Mr. Craig.—The districting board consists of the Commission in Lunacy, the president of the State Board of Charities and the Comptroller. I am very glad that Mr. Brown interrupted me (and I hope the gentleman will interrupt me) because we have here the statement by him that it would be hardly possible to create a district large enough to correspond with the normal capacity of the Willard asylum. The argument is, therefore, brief and to the point—why create another hospital in the adjacent county? I could drop the argument right there. That is really the point of my argument.

Senator McCarren.—What use would you suggest that these buildings be put to?

Mr. Craig.—I will come to that in a moment. I want to demonstrate that it is not for the permanent advantage of the insane that this hospital should be created as a permanent hospital.

Senator ———.—You think the hospital should be constructed further down the river toward New York.

Mr. Craig.—Well, we are not called upon to indicate to-day perhaps. I do think so; but I hope to show that, for the insane that the commission expects to accommodate in these particular buildings, there can be temporary accommodations made by a very simple act to be passed by this Legislature, and thus the whole subject can come up and be debated and settled.

The gentleman who last spoke (the legal member of the Lunacy Commission), made a statement of facts; he stated that, in his opinion, this opposition was a mere matter of sentiment.



I want to say, gentlemen, that sentiment is a pretty powerful thing in this world. The parish priest, the minister of the gospel in caring for souls, act under sentiment. You act continually under sentiment as members of the Legislature. The very measure which is proposed by the commission is a matter of sentiment. It comes under the paternalism of the government. The father of the family in training his children is actuated by sentiment. Say what we will, all these measures that are designed for the benefit of the dependent classes of any sort whatever, imply paternalism in the government. I undertake to say, gentlemen, that all the reforms of the present day, in penology, in the care of convicts and criminals, and all the reforms of the present age in the care of the insane, and all the reforms of the present age in the protection of the poor and in the prevention of pauperism, are matters of pure sentiment.

Let me illustrate. In the old times we sent men to State prison, and we didn't care to reform them; we didn't think they could be reformed. They came out of prison and very soon went back again — what we call recidivous criminals — continually in the prison. It was a mere matter of sentiment, gentlemen, that came in and introduced that reform.

Senator McCarren.— Is not that more humanity than sentiment?

Mr. Craig.— Yes, sir; both; it is humane sentiment. This State Care Act is a matter of sentiment, and I do not concede to any gentlemen, to any member of this commission, or to the honored and respected superintendent of the Insane Asylum for Criminals, any precedence over me in my earnest endeavor to secure the passage of the State Care Act. The members of this committee know it — the chairman, Senator Erwin and others. I don't say that my efforts were as valuable as some of the others; but I say that I will not yield precedence in earnestness of endeavor and in persistence to secure the State Care Act. And I say, gentlemen, that my heart is in it now as it never was before.

So with reference to criminals, with reference to insane and with reference to all the reforms, they have been pure matters of sentiment.

Thus I say with reference to paupers and the poor, it is not very long ago, comparatively, that we encouraged pauperism. Every thing that we did, by public gifts, or individual gifts, and by our whole treatment of the poor, increased and encouraged pauperism. Now what do we do? We diminish pauperism by what we call sentiment. We try to cultivate in the breast of every poor family the notion, the idea, the sentiment of independence; that it is a disgrace to live upon public or private charity if it can be prevented. It is a disgrace to be associated with prisons or poor-houses.

This introduces me immediately to the subject, gentlemen. I acknowledge that it is a matter of sentiment; and I say that the poor insane of this State should be encouraged in their idea, in their feeling, in their sentiment (for sentiment is an idea informed with feeling—thought alive with emotion); they should be encouraged in the sentiment to be kept clear of all associations with prisons and all associations with poor-houses.

Now, what is the association with the prison? I have a rough sketch, that I have just drawn; there is the prison fronting on one street, around which is a sentry wall, a high wall. There is the dividing line between the prison and the present asylum for convicts; and there is the opening to the prison. From the station of the Central railroad, very near, a few rods off, you come immediately up to this door; you cannot go around without passing this door of the prison; you pass this street and turn at right angles and you pass along the wall of the prison and you come to this dividing line.

Let me ask, Dr. Allison, is not the wall between the prison and the asylum the highest wall on the ground?

Dr. Allison.—Yes, sir.

Mr. Craig.—It is a sentry wall?

Dr. Allison.—There are two sentries, one at each corner.

Mr. Craig.—Would there not always be two sentries with loaded muskets in full view of the people in the establishment?

Dr. Allison.—Not always. There would at times.

Mr. Craig.—They could see these sentries with loaded muskets very often?



Dr. Allison.—From two wards and a portion of the grounds; from five wards they could not see them.

Mr. Craig.—I want to say further that the wall in front of the present asylum is but a continuation of the wall of the prison on the street, and in no respect differs from it except that it is lower and thinner.

Now I have stated facts enough to show, I think, that the impression that this asylum is in no way immediately connected with the prison is a mistake. Just that fact, then, that you can come from the Central station to the door of the asylum only by going past the door or the gate of the prison, and going along that high wall, with sentries on the wall, and then coming to the wall of the asylum, from which, or from the grounds of which and two wards of which, you can see the sentries with loaded muskets on the wall —

Dr. Allison.—That is not wholly true, because from the southern section of the Central road you don't come that way.

Mr. Craig.—Based on the facts which I have stated, I assert as a matter of feeling, and therefore a matter of sentiment, that to compel the poor insane to come to this asylum with its present relations to the prison, would be an inhumanity of an extreme sort. That is my opinion and my sentiment.

The argument refers not only to the insane, but to their families, who should be encouraged to recoil from the past associations and the present relations of the prison, and from the immurement of their relations and friends within sentried walls with such prison associations and relations.

I shall not take up your time further on this branch of the subject, as Mr. Letchworth's memorial addressed to the Legislature is convincing and conclusive against compelling the honest poor of Cayuga county, if insane, to be domiciled in this building heretofore reserved for convicts and criminals.

Senator ———.—Give us your idea as to what it should be used for.

Mr. Craig.—I say it would be good for a woman's prison.

Senator Cantor.—Are there not a number of women in the penitentiaries somewhere that could be sent to this institution?

Mr. Craig.—The law could be amended, permitting women to be sent to prison, as well as to penitentiaries, and should be so amended.

Senator ———.—Not to apply to those who have already been sentenced; it could apply to those sentenced in the future.

Mr. Craig.—That is a measure relating to procedure perhaps, not a matter of right.

Senator ———.—We could not do that by a legislative act. It would be void by the Constitution, which says that you shall not pass any *ex post facto* law. The women all have to be sent to the penitentiary.

Senator Cantor.—A woman who is simply sent to a penitentiary, without designating it, could be transferred; but a designated institution probably she could not be transferred from.

Senator Hunter.—May I interrupt you?

Mr. Craig.—Certainly.

Senator Hunter.—I see the drift of Mr. Craig's argument, and to a very large extent I agree with him personally; but the point with me is just this: Here is that property that belongs to the State; the State needs just such accommodation for its unfortunate wards, and needs it now above all times; there is not anything to prevent in the future the Legislature that makes this hospital or asylum or whatever you please to call it, it can make it something else in the future, if it is no longer necessary.

Mr. Craig.—If you establish a hospital there it will always be there.

Senator Hunter.—I don't understand that that is the expectation, that it is to be increased in any way at all; and I don't understand that it is the hope of the people there that it is to be added to. It would be almost impossible to add to the grounds. I understand it to be merely an emergency act, for the present necessities. I say frankly that I am in favor, or was last winter in favor of making it a woman's prison—entirely in favor of it. I appreciate the sentiment of Mr. Craig and it has a strong effect upon me personally; but I don't think in my capacity as a legislator, I have the right to let my personal feelings interfere with my duties to my constituents or my duties to the State.



I think here is a place that will provide for 250 of these unfortunates. It will soon be empty. Then it will be of no use. It is of no use as a prison. It might be used as a hospital for the sick that might be in the prison; but I can safely say it is entirely useless. It cost \$40,000 or \$50,000 to establish it. It is very much needed. I understand from Dr. MacDonald and others here that they need it.

Mr. ————.—It originally cost a quarter of a million dollars.

Senator Hunter.—This will lie idle if this bill does not pass. It asks for an appropriation of \$30,000; and that \$30,000 is ample for the maintenance of the inmates until the counties from which they are sent will commence to pay.

Now I don't want to take up the time of the committee; but when it is stated that Warden Durston was opposed to this thing, why he is not opposed to this bill any more than I am. He occupies just exactly the same position as I do. He is in favor of devoting it to this purpose in this emergency. I think myself that the sentiment of the people would change, and as the necessities of the case are done away with, by providing other places for these people, I think it could be turned into something of that kind, a prison for women. The sentiment ought to be educated up to that and at once. I think that if there is a crying need for the criminal classes of this State, it is somewhere to put the criminal women.

Mr. Craig.—I was just coming to the point with regard to the permanency of the institution at Auburn. I have been advised, but I did not intend to state it until the gentleman had introduced his statement—but I have been advised that there is an ulterior purpose in future years to ask the Legislature to provide a new plant in Cayuga county, for the proposed State hospital, and that would be at a great expense, and in a county contiguous to Willard. But I will assume the purpose to be as the Senator says is his idea and recommendation, that it should be only temporary.

Gentlemen, that is all I ask. I ask to have the legislation on this subject show that it is only a temporary expedient, for domiciliary residence of the poor insane, if they are to be domiciled temporarily at all. The moment you pass a bill establishing a State district, or a State hospital, that moment you make it permanent.

There is not any use quibbling over this proposition. If you pass this bill, there is going to be a permanent State hospital at Auburn or in Cayuga county. I am no prophet, but any man of common sense can see that.

Now, gentlemen, I have an expedient. You have been asking me questions, and I am going to answer them all. I am ex-officio a member of the board for the appraisal of county insane asylums, as well as of the board for districting the State; and I state facts now, which are very pertinent and very important on this whole matter. The appraisal board has appraised the farm in Erie county, which was intended for a county asylum, at \$50,000. A bill was introduced last winter, but did not pass; a bill could be passed, and that would be a good place for a temporary domicile for the insane.

Senator Erwin.—There is a bill pending before our committee, to buy the farm up there in Buffalo.

Mr. Craig.—It would be better than this plan. Again, we appraised the insane asylum in Oneida county, and that has a capacity of 350. While it is adjacent to the poor-house, it is on independent land with a farm; and I say, gentlemen, that it is infinitely preferable to the association with the prison.

Now, better still, in Ulster county, we appraised the new building, with lands, of the insane asylum there, at \$30,000; and if I am advised correctly, I think that the bill for the transfer of its title to the State has passed. If not, it will pass, because there is a general statute for it. That is a new building, and it is an admirable plant. It has a capacity of about 125. The defect there was in the administration.

Better still, and best of all, Cattaraugus county has cottage buildings, on the cottage or colony plan, for the insane, and it will accommodate 135.

Now, actually or potentially, all these plants are or will be the property of the State.

Gentlemen, the State Care Act, and its success, is as near my heart as it is Mr. Brown's or Dr. MacDonald's. In its behalf, and to maintain its principle, and to avoid a blot on its fair fame, I propose that there be a short act, taking some property for the



temporary accommodation of the chronic insane to the number of 250.

Senator Erwin.—I understand that you are in favor of having this turned into a hospital, if it is only temporary ?

Mr. Craig.—If at all it should be made temporary, and provision should be made for permanent care of the inmates in cottages on the grounds of existing State hospitals.

My final proposition, which should be regarded as conclusive, is, that whereas the proposed building now under the government and control of the Superintendent of State Prisons has only about eight acres of land, of which only part is available; and whereas it is conceded as a maxim among alienists and asylum specialists that for the sake of economy as well as of humanity, every hospital or asylum for the insane should have at least one acre of land for every patient; therefore any attempt to give proper care and treatment to the honest poor of Cayuga county, when insane, in this adjunct of the prison system, on any proper basis of economy or humanity, must prove abortive.

I thank you, gentlemen, for your attention. In my protest against this bill, which, in my opinion, is an unnecessary departure from the policy of the State Care Act, and a prostitution of its spirit, I have appeared not only in my capacity as member of the districting board, and a member of the appraisal board, but also in my representative capacity as the president of the State Board of Charities, which has directed me to voice the unanimous opposition of its members and officers to this unjust and impolitic and immature bill now pending before your committee.

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# REPORT

OF

Inspections of Orphan Asylums in the City of New York.

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By Commissioner DE PEYSTER.





# REPORT OF INSPECTIONS.

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## HEBREW BENEVOLENT AND ORPHAN ALYLUM SOCIETY.

Founded in 1833.

AMSTERDAM (TENTH) AVENUE AND ONE HUNDRED AND THIRTY-SIXTH STREET.

Maintains an asylum for the support, education and industrial training of Hebrew orphans and half-orphans of both sexes.

Total number of inmates in 1892 .....	751
Committed by magistrates as destitute in 1892 .....	13
Discharged to parents or friends in 1892 .....	130
Received from city in 1892 .....	\$64,520 70
Received from school fund in 1892 .....	3,314 87

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Census October 1, 1892:

Paid officers .....	5
Paid servants .....	30
Boys under 12 .....	263
Boys over 12 .....	107
Girls under 12 .....	204
Girls over 12 .....	144
Orphans .....	85
Half-orphans, as far as known .....	536
Boys receiving industrial training .....	8
Girls receiving industrial training .....	5

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*Inspected by Commissioner de Peyster September 8, 1892.*

This institution presented a very satisfactory appearance. The children looked well and healthy, neatly clothed and the building was in excellent condition. A center house with two large wings;



boys and girls are entirely separated. The larger children attend public school; the smaller ones are taught in the institution; two resident teachers; two come in every day.

The girls wear blue and white gingham in summer; grey dresses in winter; the boys wear grey suits.

The dormitories are large and in excellent order, well ventilated and well lighted, beds neatly made. The children wash in running water; towels are at the foot of the beds. The bath-rooms are on the lower floors; a large tank is used; about twelve children are bathed at a time, which is very objectionable on the score of health, as well as modesty. The supply of clothing is excellent. The boys have a military drill once a week, one battalion consisting of four companies, forty boys in each. They find it difficult to keep their band, for as soon as a boy is well trained his time is up and he has to leave the asylum, their musical progress is often interrupted. But in spite of all the hindrances they have a very good band and speak with great pride of the different places they have played in the city.

## ROMAN CATHOLIC ORPHAN ASYLUM.

Founded 1832.

Under Charge of Sisters of Charity, New York City.

Objects: "To receive orphans and children of poor widows and widowers."

Total number of inmates in 1892.....	1,054
Committed by magistrates as destitute in 1892.....	.....
Discharged to parents or friends in 1892.....	84
Received from city in 1892 .....	.....
Received from school fund in 1892.....	\$3,878 40

### Boys' Department.

Fifth Avenue, between Fifty-first and Fifty-second Streets.

Census October 1, 1892.

Sisters of charity .....	26
Paid officers and servants .....	23
Boys under 12 .....	340
Boys over 12 .....	125

Half-orphans .....	313
Orphans .....	152
Receiving industrial training .....	....

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*Inspected by Commissioner de Peyster, October 3, 1892.*

This institution was found in excellent order. The class-rooms are large, bright and cheerful. The dormitories were in good condition, large, with plenty of windows; beds good. The closets are outside the dormitories; they were in excellent order, with a splendid flow of water.

The boys were all seen in these class-rooms; they presented a good appearance. The supply of clothing was ample. The lavatory is in the basement; each child has his own towel; they wash in running water; they bathe once a week; the rain baths have just been introduced.

The dining-room was bright and cheerful; kitchen and laundry in good order.

The infirmary was a very light, pleasant room, with dining-room and kitchen on the same floor.

The quarantine was upstairs, with all the necessary attachments to make it complete.

The whole institution presented a very good appearance. The children looked well and happy, not a sick child on the day of my visit.

The trade schools so long thought of by the managers, are fairly under way; they are on Madison avenue, adjoining the asylum. They will be a great addition. Boys, who formerly left the institution at 14, will now be kept until they have learned some trade.

### The Girls' Department.

MADISON AVENUE.

Census, October 1, 1892:

Sisters of charity.....	26
Paid officers and servants.....	13
Girls under 12.....	369
Girls over 12.....	60
Half-orphans .....	316
Receiving industrial training.....	200

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*Inspected by Commissioner de Peyster, September 21, 1892.*

This institution was found in very good condition, the children were all seen in their class-rooms, and looked well and healthy; all were neatly dressed; in some cases their hair was untidy, which might be attributed to the length of it; children's hair should be kept short for health as well as cleanliness.

The dormitories are large, well ventilated; beds good and neatly made; children wash in running water; separate towels; on the lower floor are the bath-rooms, which were in splendid condition, with the tiled floors and porcelain bath-tubs, it certainly was very attractive. Children are bathed every week. I was told that each child had clean water.

The hospital and quarantine arrangements are most excellent. Several rooms are at the disposal of the physicians in charge; baths and closets, also wash-tubs for laundry purposes; nothing could be more complete. They are reached by a separate staircase; a door in the hall leads to the fire-escape.

Both the Roman Catholic orphan asylums are supported mainly by private contributions, the only public money is from the school fund.

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NEW YORK INFANT ASYLUM.

Founded 1865.

New York City and Westchester County.

Objects: "The objects of said corporation are to receive and take charge of foundlings and other infant children of the age of 2 years and under, which may be intrusted to their charge, and to provide for their support, and moral, physical, intellectual and industrial education; also to provide such lying-in wards and methods of care and guidance as shall tend to prevent the maternal abandonment of homeless infants, and diminish the moral dangers and personal sufferings to which homeless mothers are exposed."

Total number of inmates (children) in 1892.....	400
Discharged to parents or friends in 1892.....	100

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## City Institution.

SIXTY-FIRST STREET AND TENTH AVENUE.

Census, October 1, 1892:

Paid officers .....	4
Paid servants .....	12
Adult inmates (women) .....	77
Infants .....	45
Children between 1 year and 2 years.....	2
Children over 2 years.....	8

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*Inspected by Commissioner de Peyster, May 28, 1892.*

This institution labors under great disadvantage from its old and dilapidated buildings, but notwithstanding everything was in excellent order and scrupulously clean, reflecting great credit on those in charge. The main building is an old dwelling-house, cut into small rooms and closets, nothing could be worse. There are two other buildings built for wards that are much better adapted to the purpose. The quarantine above the laundry was very much out of repair.

This institution is almost entirely a lying-in asylum; two maternity wards are used alternately. The mothers and infants, after six weeks, are transferred to the country branch at Mt. Vernon; only those required to do work are kept here with their children.

There are two resident physicians who are women, a most desirable thing with the class of women received for confinement. I wish that women physicians might be placed in all institutions of this kind. It would be a most excellent thing if the whole institution could be moved, or a new building put up, as the present buildings are not suitable and very much out of repair.

## Country Branch.

MT. VERNON, WESTCHESTER COUNTY.

Census October 1, 1892:

Paid officers (institution), including nurses .....	13
Paid servants (institution) .....	17
Paid servants (farm) .....	3



Adult inmates (women) .....	82
Infants .....	80
Children between 1 and 2 years .....	82
Children over 2 years .....	136

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*Inspected by Commissioner de Peyster, June 10, 1892.*

In this institution women, infants and older children are cared for; it was found in very good condition when one considers the difficulties of such a mixed population. There are a number of separate cottages with children of different ages; the children all looked very well; they go to the main building for their meals; and they are out of doors most of the day. I saw them at dinner; they made a very good appearance; their eyes and skins were clean; hair neat.

The children are bathed every day; each child has its own towel. The older children go to school; the younger ones have a kindergarten teacher. In the reception cottage all women and children received from the institution in Sixty-first street are quarantined for two weeks; should any contagious disease develop they are moved to another building used entirely for such cases. Two cases of measles in the institution on the day of inspection. A new hospital building has been added in the last year. There were no board of health permits in the wards. On the whole, the institution presented a favorable appearance.

## THE INSTITUTION OF MERCY.

New York City and Westchester County.

*Under the charge of the Sisters of Mercy.*

Objects: "The protection of young girls and children of unblemished morals whose circumstances render them fit subjects for the institution — Home for Homeless Children. The children are provided with the comforts of a home, receive a plain English education and are taught some useful or remunerative occupations."

Total number of inmates in 1892 .....	1,299
Committed by magistrates as destitute in 1892 .....	335
Discharged to parents or friends in 1892.....	346
Received from city in 1892 .....	\$82,882 29
Received from school fund in 1892.....	Nothing.

### St. Joseph's Industrial Home.

Founded in 1869.

EIGHTY-FIRST STREET AND MADISON AVENUE.

Census, October 1, 1892:

Sisters having charge of children .....	25
Paid servants .....	25
Girls under 12 .....	375
Girls over 12 .....	215
Orphans .....	116
Half-orphans .....	276
Receiving industrial training .....	215

*Inspected by Commissioner de Peyster, September 26, 1892.*

This institution is entirely for girls; their institution for boys was burned at Balmville, near Newburgh, last year; the sister told me they were looking for a site to build an asylum for the boys; they are in temporary quarters in Westchester county.

The building in Eighty-first street is well suited for the use of the large family now occupying it. All the rooms are very large and airy, with plenty of windows. The dining-room on the first floor is a large pleasant room, as is also the work-room on the same floor. The large class-room above and four large dormitories on the upper floor.

On each floor, four sisters sleep and there is a night watch to take charge of the younger children.

The whole house was very fresh and neat; the beds are straw, but were in good order. I would advise wire springs with blankets, both for health and cleanliness.

There is a fire-proof stairway from the top to the bottom of the house in a fire-proof tower, and two other staircases beside.



The girls looked well cared for; they are taught to cook, sew, cut out, knit, crochet, etc. The older ones (after 12 years), having school only from 4.30 to 5.30 p. m.

The wash-rooms in the basement are well kept. Each child has her own towel, which is washed every day. There are thirteen bath-rooms. All the children are bathed once a week. The clothes-rooms are well stocked with the work of the children; each child over 14 has her own private press, where she keeps her own clothes and is obliged to keep it neatly. A very good plan.

The infirmary is separate from the house. The children are quarantined for two weeks when first admitted.

Orphanage of Our Lady of Mercy.

PELHAM BAY PARK.

Opened in 1875.

Census, October 1, 1892:

Sisters .....	12
Paid servants (institution) .....	13
Paid servants (farm).....	....
Boys under 12 .....	198
Boys over 12.....	73
Orphans .....	64
Half-orphans .....	141
Receiving industrial training.....	73
Land belonging with institution, acres, in Newburgh.. ...	13

*Inspected by Commissioner de Peyster, October 1, 1892.*

This institution was formerly at Balmville, near Newburgh, but, unfortunately, the buildings were destroyed by fire about a year ago, and the sisters decided to come nearer New York city. They are now in rented houses in Pelham Bay Park, a most beautiful situation on the sound; the houses are entirely unfit for the use that is now made of them. There are six houses; one is used for the sisters' house, one for class-rooms, with dormitories above, which were in good order. The beds were very close, in

fact every available spot had a bed. The boys had their separate bowls and towels for washing.

One building is used for laundry purposes or for quarantine, and one for hospital, and one for dormitories. The supply of clothing was good, and everything was in as good order as possible under the circumstances. The sisters purpose buying in the neighborhood, and building, as soon as possible.

The boys looked well and clean. About 200 have to be taken care of.

The sisters are greatly to be pitied, as they are working under great difficulties.

Only boys are received in this institution.

## THE MISSION OF THE IMMACULATE VIRGIN.

Founded in 1870.

New York City and Staten Island.

Total number of inmates in 1892 .....	1,882
Committed by magistrates as destitute in 1892 ....	534
Discharged to parents or friends in 1892 .....	312
Received from city in 1892 .....	\$135,437 48
Received from school fund in 1892 .....	

### City Institution.

LAFAYETTE PLACE AND GREAT JONES STREET.

Census October 1, 1892:

Sisters .....	48
Paid officers .....	5
Paid servants .....	49
Boys under 12 .....	78
Boys over 12 .....	200
Girls under 12 .....	
Girls over 12 .....	
Orphans .....	25
Half-orphans .....	165
Receiving industrial training .....	130



*Inspected by Commissioner de Peyster, September 28, 1892.*

This is a very large building, ten stories high, entirely fire-proof. The dormitories are on the fifth, sixth, seventh and eighth stories; the arrangement is very unlike any other institution. Each boy has a small inclosure, within which are his bed, wash-stand and hanging closet; it is divided from the next boy, on each side, by a partition of corrugated iron about six feet high, while the other two sides have an open wire partition, with a door on one side, closing with a spring lock, which opens with a handle from the inside and a key outside. Thus every boy can open his own door, but the lock registers whenever it is opened, so that if a boy leaves his section in the night it is known. The door opens from the outside by means of the key only. There is much more privacy than in an open dormitory, and also better order and discipline.

The larger boys help to make up the beds, sweep the dormitories and corridors and assist in the kitchen, but never interfering with the class hours.

The class-rooms are on the ninth story; teachers come in for the purpose. The infirmary on the tenth. Children when admitted are kept two weeks in quarantine. I saw all the boys at dinner; they seemed very happy.

The whole institution was in excellent order; the appearance of the children shows that they have good care and testify to the interest of those responsible for them.

### Mount Loretto.

#### PLEASANT PLAINS, STATEN ISLAND.

Census October 1, 1892.

Sisters .....	....
Paid officers (farm) .....	3
Paid servants (institution) .....	....
Paid servants (farm) .....	25
Boys under 12 .....	956
Boys over 12 .....	500
Girls under 12 .....	128

Girls over 12 .....	20
Orphans .....	202
Half-orphans .....	1,202
Having fathers and mothers living .....	200
Receiving industrial training .....	460
Land connected with institution, acres .....	640

*Inspected by Commissioner de Peyster, October 7, 1892.*

This institution is most beautifully situated about one mile from the station.

The boys are divided into five divisions: The first, nursery boys under 7 years; the second, boys from 7 to 9 years; the third, boys from 9 to 10 years; the fourth, boys from 10 to 14 years; the fifth, boys at work, and over 14.

These boys are in the old buildings. In one building there are seven dormitories, all in good order. Each boy has his own basin and separate towels. Another building, with fourteen dormitories, sixteen class-rooms. All the boys go to school part of the day. The dormitories are large, with plenty of windows, good ventilation; the class-rooms are bright and pleasant; the bath-rooms were found in good order. The children bathe once a week in winter; in summer, they go in salt water oftener. The closets were clean, with a good flush of water.

I saw the children in their play-rooms and play-grounds; the latter are courts with board floors; the sun shines in all parts; the children were without hats and seemed to enjoy it very much. The large boys have a ball-ground. All the boys are drilled. I saw them go through their drill, which seemed to me to be very well done.

The children all presented a remarkably neat appearance, well clothed, their hair was cut short, eyes and skin in good condition.

The little boys have a kindergarten; they were neat and looked remarkably happy. There are three new buildings, the trade schools, the laundry and printing-house. In the trade schools the boys are taught shoemaking, tailoring, carpentering and stocking knitting. They seem to be thoroughly taught in every branch of the trade they choose.



In the upper part of the printing-house is a dormitory for the older boys, bright and fresh as possible; marble washstands. The plumbing was done by the boys. A beautiful new church is partly finished, erected as a memorial to Father Drumgoole. The boys did the greater part of the carpenter work. The majority of the inmates are committed by city judges and supported by the city funds; and others are received from all parts of the country and supported by the private property of the mission. In all the dormitories the sisters sleep, except where the very large boys sleep, there a prefect takes charge.

There were no sick children in the institution, which seemed very remarkable for such a large number. All the children seemed very happy and looked well. At their play they are allowed to make as much noise as they like.

The girls are in a separate house about one-half mile from the boys and entirely under the care of the sisters. Their house is old, but very homelike indeed; it seemed like a large family. The older girls are taught to sew; they do all the work of the house; they all were very neat and looked well and happy; some were at play in the fields overlooking the bay; nothing could be better than their condition and care. Everything about the house was in excellent order. These children live almost a home life, they work and play and study under the care of the sisters; many of them are much better than they would have been if left in their own homes.

Great are the opportunities of this institution, and if the present director is able to carry out all his plans, it will be one of the finest homes for boys and girls in this country. Happy are the children that have Mt. Loretto for their home.

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## FIVE POINTS HOUSE OF INDUSTRY.

Founded 1856.

ONE HUNDRED AND FIFTY-FIVE WORTH STREET.

Objects: 1. To assist the destitute to support themselves by providing for them employment, protection and instruction, according to their necessities.

2. To provide partial or entire support, with suitable instruction, to children and others incapable of self-support, and not satisfactorily provided for by their parents, guardians, or by existing institutions.

3. To imbue the objects of its care with the pure principles of Christianity, as revealed in the Holy Scriptures, without bias from the distinctive peculiarities of any individual sect.

Number of inmates in 1892.....	565
Committed by magistrates as destitute in 1892.....	208
Discharged to parents or friends in 1892.....	195
Received from city in 1892.....	\$17,196 07
Received from school fund in 1892.....	3,414 28

Census October 1, 1892.

Paid officers and teachers in institution.....	33
Paid servants in institution.....	5
Boys under 12.....	286
Boys over 12.....	32
Girls under 12.....	228
Girls over 12.....	39
Orphans .....	3
Half-orphans .....	102
Boys receiving industrial training.....	23
Girls receiving industrial training.....	100

*Inspected by Commissioner de Peyster, October 27, 1892.*

This institution is something over thirty years of age, and it is carried on upon an entirely different plan from any other.

It is a large institution, having from 200 to 300 children from 4 to 14 years of age, taken from the tenement-houses, and constantly changing. A large number of children attend the school and live outside. The boys and girls are together in class, and in the play-room, in the yard and in the hospital ward. There is a certain sense of freedom, which is both interesting and encouraging to find in an institution. The children are under the charge of a man during play hours. In school they are taught by women; seem bright and intelligent. The contract with the



outside children, who come in for the day, probably has a very good effect, and prevents that dullness which is so often found in institution children. The buildings were found in good order; the children looked well and neatly dressed. The yards are necessarily small, owing to the situation of the institution, and I was very glad to learn that they intended having a roof garden.

The hospital building has had an addition of two stories, giving ample room for isolating any disease that they may have. The wards are remarkably bright and sunny.

There are two resident physicians and three nurses and a night nurse.

The children that were in the wards were not very sick. Great care is taken of eye disease.

It is not to be wondered, that this institution is occasionally visited by disease, for they are, of course, more liable than most institutions, because of the daily incoming of so many children from the tenement-houses.

The little children in the main building, have a very pleasant day-room, and a large and airy dormitory. They are well cared for, and have toys to play with.

The dormitories and lavatories were all found in excellent order, and the closets clean and fresh. Six hundred gallons of water run through the soil pipes every hour.

An oblong white-tile bath-tub is built in the center of the room, with jets of water round the inside edge to be turned on for daily washing. Each child has a comb and brush, and tooth brush in a separate little compartment, and a mirror runs around the room at the right height for the children's use. The combs and brushes are chained to each compartment. The whole arrangement is very attractive.

The bath-room is on the lower floor. The rain baths are used. The children are bathed once a week.

The children who come in for the day are washed twice a week.

The institution has no doubt a powerful civilizing effect on the crowds that are in that neighborhood.

# ORPHAN ASYLUM SOCIETY OF THE CITY OF NEW YORK.

Founded in 1806.

WEST SEVENTY-THIRD STREET AND ELEVENTH AVENUE.

Objects: To receive and care for orphan children.

Total number of inmates in 1892.....	238
Admitted through application as destitute and orphans,	38
Discharged to parents or friends in 1892.....	28
Received from city in 1892.....	
Received from school fund, 1892.....	\$1,851 47

Census October 1, 1892:

Paid officers .....	14
Paid servants .....	15
Boys under 12 .....	107
Boys over 12 .....	39
Girls under 12.....	71
Girls over 12 .....	21
Receiving industrial instruction .....	154

*Inspected by Commissioner de Peyster, October 25, 1892.*

This is the oldest institution for children in the city, and is a very attractive home for them. The building is well arranged, and well fitted up and cared for; the situation is most beautiful, on Riverside drive. On the opening of Seventy-fourth street and Eleventh avenue, they lost some of their ground, but they still have good play-grounds.

The children all look well and happy.

The washing arrangements and closets were excellent, the latter were absolutely clean and free from odor. The superintendent hopes soon to have the rain baths.

Each child has her own towel, comb, brush and tooth-brush.

All the dormitories were in perfect order; the beds well made and very clean. (The boys and girls both make their own beds.)

The night-closets are separate from the dormitories, near them in the halls.



The boys wear night-shirts.

A teacher or officer sleeps next to each dormitory, and has charge at night.

The infirmary is at the top of the house, and cut off from the rest of the house. It is very pleasant. Also the nursery, a large room with carpet in the middle, and pictures on the wall; here the little ones play and seem to enjoy themselves; they certainly look well and happy.

The dining-room is in the basement; all the children eat there. The tables are covered with white oilcloth; the room is very pleasant and bright.

The children, under the rules of the institution, were sent away at 12 years. The trustees have changed that rule, and now keep them until 14 years; enabling them to give the children some industrial training. The girls are taught sewing, cooking and all kinds of home work. The boys are taught carpentering. A house has been put up for the purpose.

The entire asylum was found in the most satisfactory condition. The children show that they have excellent care. Great credit is due to those who have the care of them.

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THE SAINT VINCENT DE PAUL ORPHAN ASYLUM  
Founded 1856.

Under charge of the Sisters of the Order of the Marianite  
Sisters of the Holy Cross.

TWO HUNDRED AND FIFTEEN WEST THIRTY-NINTH STREET.

Objects: "To receive and provide for destitute and unprotected orphan and half-orphan children of both sexes, of French birth or parentage and others, and to educate them in the Roman Catholic faith.

Total number of inmates during 1892.....	304
Committed by magistrates as destitute in 1892.....	23
Discharged to parents or friends in 1892.....	65
Received from city in 1892.....	\$11,978 14
Received from school fund in 1892 .....	

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## Census October 1, 1892.

Sisters .....	19
Paid officers and servants .....	1
Boys under 12 .....	90
Boys over 12 .....	....
Girls under 12 .....	89
Girls over 12 .....	60
Orphans .....	47
Half-orphans .....	130
Receiving industrial training .....	85

*Inspected by Commissioner de Peyster, May 5, 1892.*

This institution was found in good order. The dormitories are large; one sister sleeps in each. The arrangements for washing with separate faucets, towels, etc., were good. The supply of clothing in the store-rooms was ample.

The boys and girls are kept entirely separate, in school as well at play. All those under 12 years (which includes all the boys) have school morning and afternoon; learn both French and English. After 12 years, the girls have school only from 8 to 10 a. m., and study only one language. After school they go into the sewing-room, where they are taught fine sewing and embroidery, and they assist in the work of the house; some of them sew beautifully.

Their work-room is large, well lighted and ventilated, as are all the rooms in the house. The yards are small, but in summer they are taken twice a week into the country for the day, and in winter, on Saturdays, they play in the park.

## PROTESTANT HALF-ORPHAN ASYLUM.

Founded in 1835.

MANHATTAN AVENUE AND ONE HUNDRED AND FOURTH STREET.

Extract from charter:

Section 1. The persons hereinafter named, and such others as now are, or hereafter shall become members of the society herein mentioned, shall be and hereby are, constituted a body corporate by ~~the~~ name of The Society for the Relief of Half-Orphan and



Destitute Children in the City of New York, the sole object of which shall be to relieve, provide for, instruct and protect such children.

Total number of inmates, 1892.....	270
Committed by magistrates as destitute, 1892...,.....	None.
Discharged to parents or friends in 1892.....	57
Received from city in 1892.....	Nothing.
Receiver from school fund, 1892.....	\$1,779 98

Census October 1, 1892.

Paid officers .....	7
Paid servants .....	13
Boys under 12.....	111
Boys over 12.....	8
Girls under 12.....	96
Girls over 12.....	2
Half-orphans, as far as known .....	All.
Receiving industrial training.....	246
Half-orphans having fathers living.....	About half.

*Inspected by Commissioner de Peyster, October 24, 1892.*

This institution is one of the oldest in the city, and is supported mainly by private contributions and by money paid for the board of children by their friends.

They moved from their old quarters in West Tenth street, one year last June, to their present one on Manhattan avenue and One Hundred and Fourth street.

The building is a large center house with two wings. The first floor is used for matrons' rooms, office, board-room and babies' dormitory with bath and water-closets.

The second floor for class-rooms and teachers' rooms.

The third and fourth for dormitories, which are very large and bright; plenty of windows; the ventilation was good; beds clean and neatly made. A caretaker sleeps in a connecting room and takes charge at nights.

There is a fire-proof tower running from top to bottom of the house, with a stone staircase, and shut off from the house by

very heavy doors said to be fire-proof. In this tower are the bath-rooms and water-closets. An excellent arrangement.

The girls wash in running water in a room next to their play-room. Each child is supposed to have its own towel, but they were in such confusion, that I hardly think it was possible. The towels were very much soiled and many were very ragged.

The boys and girls are taught together in classes. One room is devoted to industrial training. The boys are taught modeling, carpentering, cooking and sewing; the girls modeling, cooking and sewing, and all by the same teacher, and that teacher a woman. I hope they will be made proficient, but it seems doubtful to me.

The dining-room is on the lower floor. It is not large enough for the institution and not pleasant.

The boys wash down stairs in running water, and the rain-baths are used both for girls and boys.

They have very good play-grounds.

The hospital is on the upper floor, not very good. On the day of my visit I found five in the hospital with sore eyes. There is no quarantine. The children as soon as admitted are placed with the other children, a very dangerous thing to do, and I believe against the law. They certainly should be isolated for ten days, at least.

The children were not as robust and healthy looking as I should like to see them.

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### ST. JAMES' HOME

Founded, 1879.

Under charge of the Sisters of Charity of St. Vincent de Paul.

No. 21 OLIVER AND 26 JAMES STREETS.

Objects. "To receive homeless and destitute children committed by the magistrates of the city of New York."

Total number of inmates in 1892 .....	105
Committed by magistrates as destitute in 1892 .....	12
Discharged to parents or friends in 1892 .....	16
Money received from city in 1892 .....	\$11,325 71
Money received from school fund in 1892 .....	Nothing.



## Census, October 1, 1892:

Sisters .....	8
Paid servants .....	None.
Girls under 12 .....	67
Girls over 12 .....	38
Orphans .....	38
Half-orphans .....	67
Receiving industrial training .....	82

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*Inspected by Commissioner de Peyster, September 30, 1892.*

The buildings run from Oliver to James streets and are connected by a wooden passageway.

The building on Oliver street is three stories high, built of brick.

The third or top floor is used as an infirmary; is large, clean and airy; on third floor is a bath-room and water closet; the lower part of the house is used by the sisters.

In the middle house are the sewing-room and three large dormitories; all very pleasant and fresh, with painted walls, and very comfortable beds, springs and felt mattresses. The girls play on the roof of this home, which is high.

In the house on James street are the school-rooms and two more dormitories.

There are only girls in this institution; they do all the house-work with the help and supervision of the sisters. They wash in running water; have separate towels. Once a week they are bathed; the children looked very neat; their hair was long, but was neatly combed; many of them had it braided. The children are taken out to walk on the Brooklyn bridge. The ventilation of all the houses was excellent.

The dining-room and kitchen are on the lower floor; both have tiled floors and painted walls, which make it very attractive. The dining-room is small; the dinner is served to the younger ones and older ones separately. The clothes-room was full and well kept.

## DOMINICAN CONVENT OF OUR LADY OF THE ROSARY.

Founded in 1879.

Under charge of the Dominican Sisters, New York City and Rockland County.

Objects: "Religious, charitable, educational and reformatory work."

Total number of inmates in 1892.....	812
Committed by magistrates as destitute in 1892.....	210
Discharged to parents or friends in 1892.....	156
Received from city in 1892 .....	\$64,389 40
Received from school fund in 1892.....	.....

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NEW YORK CITY, HOUSE OF OUR LADY OF THE ROSARY, SIXTY-THIRD STREET AND FIRST AVENUE.

Census October 1, 1892:

Sisters .....	30
Paid officers and servants in institution.....	6
Boys under 12 .....	2
Girls under 12 .....	256
Girls over 12 .....	84
Girls receiving industrial training .....	120
Half-orphans having fathers living.....	99

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*Inspected by Commissioner de Peyster, September 27, 1892.*

The children in the city branch looked well, seemed bright and active. They were extremely ragged and dirty in their dress; their hair was long and very mussy.

There are four dormitories, which were in good order, well ventilated, but the beds were poor, in some instances the bedding was ragged. Two sisters sleep in each dormitory.

There is but one small lavatory with slate troughs, and I saw no towels, but was told that the rule was to hang one on each bed.

The infirmary and quarantine are upstairs. The yard is small,



but the children go on the roof for air and exercise. There is no sewing class and the children do no work except the housework. The older girls should be taught to mend their own clothes.

The boys under the care of the sisters are sent to Sparkill.

SAINT ANN'S HOME.

Founded 1879.

Under charge of the Sisters of Good Shepherd.

NINETIETH STREET AND AVENUE A.

Objects: "To receive orphans and destitute children."

Total number of inmates in 1892.....	370
Committed by magistrates as destitute in 1892.....	114
Discharged to parents or friends in 1892.....	75
Received from city in 1892.....	\$25,123 40
Received from school fund in 1892.....	

Census October 1, 1892.

Sisters .....	13
Paid officers in institution .....	....
Paid servants .....	....
Girls under 12 .....	200
Girls over 12 .....	91
Orphans .....	113
Half-orphans .....	124
Receiving industrial training .....	100
Attending school .....	225
Having both parents living .....	31

This institution receives children from 2 to 16 years. It was found in excellent condition. The children all looked well and were clean. The large girls sew and help with the housework. The supply of clothing was good. There are three large open dormitories, well ventilated and in good order. The children wash in running water; each has a towel. They are bathed in separate bath-tubs once a week.

Play-rooms and school-rooms on the second floor; dining-room on the first floor.

The yard in which the children play is flagged, and very good size.

It is proposed to build a home at Peekskill for the younger children.

Only girls are cared for in this institution.

### HOUSE OF THE HOLY FAMILY.

Association for Befriending Children and Young Girls.

Founded in 1869.

Nos. 134 AND 136 SECOND AVENUE.

House of Nazareth, White Plains, New York. In charge of the Sisters of the Divine Compassion.

Objects: "The objects of the association shall be to rescue the daughters of poor and dissolute parents in the city of New York from the evil influence which surround them, by providing houses where the most necessitous are exposed may be cared for, or by gathering them for daily instruction, religious or secular."

Total number of inmates in 1892 .....	240
Committed by magistrates as destitute in 1892 .....	60
Discharged to parents or friends in 1892 .....	52
Received from city in 1892 .....	\$7,865 13
Received from school fund in 1892 .....	1,429 05

Census October 1, 1892:

Sisters .....	23
Seculars .....	3
Paid officers .....	
Paid servants .....	6
Girls under 12 .....	61
Girls over 12 .....	179
Orphans .....	95
Half-orphans .....	90

Received industrial training, all except sixteen.



*Inspected by Commissioner de Peyster, September 27, 1892.*

This institution occupies two houses which were built for private families, and the managers labor under the disadvantages inseparable from such circumstances.

The objects of the association are carried out by giving the girls placed under their care a good moral and industrial training. There were about seventy girls in the institution on the day of inspection. They are taught to wash and iron, which they do very well, some sewing and mending. The institution occupies 136 Second avenue, 138 was given up a few years ago; 134 is used by the sisters as a convent. The house used for the institution is old; the dormitories were clean and well-ventilated; the beds were good; each girl had her own wash-basin and towel; the water-closets on each floor were in a dark closet with little or no ventilation, which is very unpleasant, besides being unhealthy. The bath-rooms are on the lower floor; the girls are bathed every week. The sisters have under their charge an institution at White Plains built about a year ago; all the children are sent there, which institution was not inspected.

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## HOME FOR THE FRIENDLESS.

American Female Guardian Society.

Founded 1849.

THIRTY-TWO EAST THIRTIETH STREET AND 29 EAST TWENTY-NINTH STREET.

Objects: To befriend and save destitute children and to encourage and aid respectable young women, married or single, to lead honest lives by the work of their own hands.

Total number of inmates in 1892.....	460
Committed by magistrate as destitute, 1892.....	205
Discharged to parents or friends, 1892.....	141
Received from city, 1892.....	\$25,000 00
Received from school fund, 1892.....	22,609 64

## Census October 1, 1892.

Paid officers .....	2
Paid servants .....	18
Boys under 12.....	64
Boys over 12.....	..
Girls under 12.....	101
Girls over 12.....	4
Orphans .....	7
Half-orphans .....	47
Receiving industrial training.....	....

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*Inspected by Commissioner de Peyster September 22, 1892.*

This is a very pleasing and attractive institution, the children look very happy.

The house is very neat and homelike; the furniture is plain and suitable; the painted walls, pretty colored pictures and the toys that are found in every play-room give a most attractive look to the house.

There is not enough yard room for the children to play in; it would be an excellent thing if the institution could be moved into the country. The hospital is in the attic and has separate laundry.

There are seven departments: The boys, the girls, larger nursery, smaller nursery, babies, hospital and convalescent, with a head in charge of each, one or two assistants, as the case may be.

The appearance of all in the house proved the good care they received. They do not wear uniform, but are comfortably dressed.

The lower part of the house is used as kitchen, laundry and janitor's office. A new laundry has been added, with new slate tubs, making all look fresh and clean. A laundry used on one of the upper floors has been given up; a bath-tub and closet put in its place, which I should think is a great improvement. Children newly received are quarantined two weeks.



# ORPHANS' HOME AND ASYLUM OF THE PROTESTANT EPISCOPAL CHURCH IN NEW YORK.

Founded 1859.

FORTY-NINTH STREET, BETWEEN FOURTH AND LEXINGTON AVENUES.

Objects: "To receive orphans and half-orphans from 3 to 8 years of age."

Total number of inmates in 1892.....	146
Committed by magistrates as destitute in 1892 .....	None.
Discharged to parents or friends in 1892.....	32
Received from city in 1892.....	Nothing.
Received from school fund in 1892 .....	Nothing.

Census October 1, 1892.

Paid officers .....	5
Paid servants .....	14
Boys under 12 .....	62
Boys over 12 .....	1
Girls under 12 .....	40
Girls over 12 .....	6
Orphans .....	21
Half-orphans .....	88
Received industrial training .....	None.

*Inspected by Commissioner de Peyster, June 1, 1892.*

This institution is under a board of managers, and has a good endowment fund.

The building is old but in very good repair.

The children looked well, notwithstanding they had had a great deal of sickness during the winter; the institution was quarantined for several weeks by order of the board of health. The boys and girls are in classes together, taught by teachers who come in for the purpose. At 12 the children are sent away to places or to their friends.

The dormitories are large and well ventilated, with very good beds; each child has its own bowl, with running water, their own towel, brush and comb; they are bathed every week. The supply of clothing is ample. The upper floors are used for the younger

children; dormitory and dining-room were in good order. The rest of the floor is used for the servants, which were very untidy the day of inspection — beds were unmade; it was 5 o'clock in the afternoon.

The lower floor is the kitchen, laundry and children's dining-room. All were in good order.

FOUNDLING ASYLUM OF THE SISTERS OF CHARITY OF NEW YORK.

Founded in 1869.

Under charge of the Sisters of Charity.

SIXTY-EIGHTH STREET AND THIRD AVENUE.

Objects: "To receive, care for, maintain and support deserted children or foundlings and needy or homeless mothers and lying-in women."

Total number of inmates, children, in 1892.....	2,931
Discharged to parents, friends or placed in families in 1892 .....	516
Received from city in 1892 .....	\$242,561 26
Received from school fund in 1892 .....	Nothing.
Total number of needy and homeless mothers in 1892..	675
Received from the city in 1892 .....	\$23,466 38

Census, October 1, 1892.

Sisters of charity .....	42
Paid officers and servants .....	50
Adult inmates (women) .....	225
Infants under 1 year .....	654
Children between 1 and 6 years .....	1,046
Children over 6 .....	44

*Inspected by Commissioner de Peyster, September 26, 1892.*

This, for so large an institution, is admirably well managed. The personal influence of the sisters is apparent everywhere and the healthy appearance of the children in the institution is very satisfactory; cleanliness and order are found throughout the whole series of buildings.



Each ward is under the direct charge of a sister, and she is responsible for its management; she had a matron and nurse under her, a young girl to take the children out to play in the yard; each ward usually includes sixteen women, each nursing two infants, and from twenty-five to thirty-five small children from 3 to 5 years; each ward has all the conveniences for the use of its inmates who are a distinct family, as it were. There is the pleasant dining-room, the neat bath-room and necessary closets, clothes-rooms attached to each.

Besides the wards for the infants and small children, there are two wards for older children; they have their dining-room in the basement and attend school and kindergarten in the institution.

The sisters have great success in finding homes for the children; they are taken very young from the institution.

A very important branch of the work of the asylum is the putting out to nurse of the infants who can not be accommodated in the asylum. One thousand one hundred of these are under the charge of one sister and have to be supplied with clothing and medical treatment, and their foster mothers bring them every month to be seen and paid for.

A tremendous duty it is, merely to supervise these outside children.

These out-door nurses receive in the aggregate about \$140,000 annually.

### ST. JOSEPH'S ASYLUM.

In charge of the Sisters of the Notre Dame.

Founded in 1858.

EIGHTY-NINTH STREET AND AVENUE A.

Object: "Support and educate poor orphans, half-orphans and homeless and neglected children, especially those of German origin."

Total number of inmates in 1892 .....	650
Committed by magistrates as destitute in 1892.....	595
Discharged to parents or friends in 1892 .....	108
Received from city in 1892.....	\$54,494 78
Received from school fund in 1892 .....	Nothing.

## Census October 1, 1892.

Sisters .....	35
Paid servants .....	10
Boys under 12 .....	288
Boys over 12 .....	50
Girls under 12 .....	184
Girls over 12 .....	73
Orphans .....	109
Half-orphans .....	324
Receiving industrial training .....	43
Destitute, but have father and mother living .....	162

*Inspected by Commissioner de Peyster, September 26, 1892.*

This institution has three buildings, in which are distributed between 500 and 600 children of different ages; the children are all committed. The dormitories are large, with plenty of windows; the beds were straw. I would suggest wire springs and blankets; they are more cleanly. The beds have colored spreads. The sister said she had ordered white ones. The children wash in running water; each has its own towel. In two instances the washing arrangements were in the dormitories, which seemed to me very wrong. No matter how careful one is with the plumbing, there will some foul air arise; the plumbing is not the best in this institution. The girls' bath-rooms are on the upper floor, while boys are bathed in large wooden tubs; six boys go in at a time. These tubs are in a dark place next the laundry; it certainly was a terrible arrangement; in one tub they use salt water. The day I visited, the floor was covered with soiled clothes; it was Monday, so, I suppose, there was some excuse, still I do not think a bath-room should be so near the laundry.

The buildings are very much out of repair; they presented a very unsatisfactory appearance. The quarantine is not good. The infirmary had three children. It was not very attractive; the buildings were crowded; the play-grounds were small for the number of children. The sister said she sent them out to walk.



## THE DEBORAH NURSERY AND CHILD'S PRO- TECTORY.

Founded in 1873.

Nos. 95 AND 103 EAST BROADWAY—ONE HUNDRED AND SIXTY-FIRST  
STREET AND THIRD AVENUE.

Objects: "The support, treatment, care and maintenance and education of pauper destitute, delinquent and indigent children of the Jewish faith committed to us by duly authorized justices, or taken charge of by this society voluntarily."

Total number of inmates in 1892.....	383
Committed by magistrates as destitute in 1892. ....	84
Discharged to parents or friends in 1892.....	94
Money received from city in 1892.....	\$32,937 60
Money received from school fund, 1892.....	None.

Census October 1, 1892.

Paid officers .....	3
Paid servants .....	39
Boys under 12.....	175
Boys over 12.....	57
Girls under 12.....	129
Girls over 12.....	22
Orphans .....	30
Half-orphans .....	155
Boys receiving industrial training.....	3
Half-orphans, having fathers living.....	73

### Boys' Department.

Nos. 95 AND 103 EAST BROADWAY AND 85 HENRY STREET.

*Inspected by Commissioner de Peyster, September 30, 1892.*

There are three houses occupied by the children, two of which extend from East Broadway to Henry street with yard connecting.

The dormitories looked clean; the beds were good; two beds were in a closet; it seemed very close; the only ventilation coming from the room. They wash in running water; they said that each child had a towel, but I did not see any.

The bath-room was on the lower floor of one house; a large tank which was very dirty and two tubs that were not fit for any child to get in. The older boys were at school, but the younger ones were in the yard; they did not look clean.

It is well that the older boys go out to school, for the houses are small for the number of boys they have. The yard is partly occupied by the closets, which were not clean; they said they were flushed with water several times a day, but I doubted it.

At 103 East Broadway, where the smaller children are, the washing arrangements were much better. In both houses the dining-rooms are in the basement, which were dark and very unattractive. The children looked comparatively well; they said they had had no sickness all summer. They have very poor hospital arrangements; their quarantine is very defective. The whole institution presented a very unsatisfactory appearance, everything looked dirty. I think the managers should move the institution in the country or to some more suitable buildings.

### Girls' Department.

ONE HUNDRED AND SIXTY-FIRST STREET AND THIRD AVENUE.

*Inspected by Commissioner de Peyster, October 15, 1892.*

This department moved from Eighty-third street near Avenue A about thirteen months ago to its present quarters. The property is owned by the society. It is pleasantly situated on a hill with good play-ground for the children.

A large four-story house, with wing on either side of three stories, formerly a private dwelling, is used for the institution.

There are 148 girls in this house, from 2 to 16 years. Girls over 5 years attend public school, which is very good for them. After school they sew and mend. They looked clean; hair was neat.

The younger children, who did not attend school, lead a very idle life. They should have kindergarten training. They were sitting on the ground, not even playing, the day I visited the institution.

On the first floor is a class or sitting-room for the older girls and one dormitory for the babies; the office and superintendent's dining-room.



The babies are left in care of a servant at night.

Second floor, there are four dormitories; beds were good. The governess' room was on this floor.

Third floor, four dormitories, and fourth floor, three dormitories; all the dormitories were well ventilated, bright and cheerful. In two cases wash-stands were in the dormitories, with beds very close to them. The matron said they were not used; but no matter how well trapped, a certain amount of sewer gas is sure to escape.

The closets are on the first floor adjoining the babies' dormitory. They were in a wretched condition. There was no water to be had for flushing them, except from 12 to 1 o'clock in the day and during the night. The porter said that the factories in the neighborhood used all the water. The closets in the yard were a little better.

The dining-room is on the lower floor. The children were seen at dinner. The younger ones are served first, as there is not room for all at one time. The room is poorly lighted and ventilated.

Next to the dining-room is the wash-room; the children wash in running water, each child has its own towel. They are bathed once a week in a large tank, which is very objectionable.

The kitchen and laundry are on the same floor.

There were two cases of eye trouble among the children, but not serious, and eleven sore heads. The children with sore heads wore hoods; they were with the other children, indeed there seemed no way provided for isolation. The managers had made an inclosure that the matron said was to be used for contagious diseases, but it was directly in front of the laundry windows cutting off all the air from the laundry if it should ever be used. I have called Dr. Morris' attention to the institution.

One very serious defect in the Deborah Nursery is the incompetent women who are engaged, not only for the housework, but for the care of the children. At night the children are left to the care of the house servants. Two porters are engaged in the house. It is most undesirable to have such young men.

It seems to me to be a house without a head.

## THE HEBREW SHELTERING GUARDIAN SOCIETY OF NEW YORK CITY,

Founded in 1879.

ELEVENTH AVENUE AND ONE HUNDRED AND FIFTY-FIRST STREET.

Objects: "To receive destitute, etc., children committed by courts and magistrates, pursuant to the laws of the State."

Total number of inmates in 1892 .....	704
Committed by magistrates as destitute in 1892 .....	265
Discharged to parents or friends in 1892 .....	140
Received from the city in 1892 .....	\$61,005 92
Received from school fund in 1892 .....	Nothing.

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### Census October 1, 1892.

Paid officers .....	5
Paid servants .....	52
Boys under 12.....	282
Boys over 12.....	110
Girls under 12.....	222
Girls over 12.....	90
Orphans .....	80
Half-orphans .....	254
Half-orphans having fathers living.....	108
Destitution .....	370

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*Inspected by Commissioner de Peyster, October 24, 1892.*

This institution was in excellent order. The children looked well and healthy, very neatly dressed.

The dormitories were all in excellent order, well ventilated and well lighted. The beds clean and neatly made; sheets changed every week. Caretakers sleep in each dormitory to care for the children at night.

All the work of the house is done by hired servants.

The children wash in running water, and clean towels were hung at the foot of each bed. Every day each child has a clean towel. There are 3,000 in use.



The stock of clothing is abundant; also the stock of house linen and all well kept.

The children wear night-gowns.

The rain baths have lately been introduced into the boys' department.

The closets were scrupulously neat, with a good flow of water.

Last June the new building for the girls was completed. It is connected with the boys' by two passageways, one inside and one outside. The building is most beautifully planned, and well adapted for the work. There are two very large dormitories, which can be divided by folding doors, if it is thought necessary. There are eleven windows in each. The day I visited, the sun was shining very bright, and everything looked very cheerful. The ventilation was perfect. The wash-rooms and closets are outside; they were in excellent order, as in the boys' department, each child has a clean towel every day.

In this building are the hospitals. There were several children sick with colds, nothing serious. A good quarantine, with everything separate. Two trained nurses are employed, one for day and one for night.

Besides the fire-escapes, which are good, they have a fire-proof tower with stone staircase running from top to bottom of the house.

The dining-room and kitchen are in the new building, and the laundries in the old.

The children were seen at dinner, the boys on one side and the girls on the other. They all said "good morning" to me as I entered. They presented a very fine appearance; all looked well and rosy.

The dinner was bountiful, soup first, then meat with beans. They have all the milk they want.

Their play-ground is very good, near the river with large shade trees.

The children attend public school. They march up in the morning under the charge of a policeman, and the attendants from the asylum; they return for dinner at 12 o'clock and return to school at 1, and remain all the afternoon.

The managers are to be congratulated on the great improvement in this institution since the removal of the girls from Avenue A; and also on having a superintendent and matron to give such excellent care and watchfulness to both institution and children.

## COLORED ORPHAN ASYLUM AND ASSOCIATION FOR THE BENEFIT OF COLORED CHILDREN.

Founded in 1837.

ONE HUNDRED AND FORTY-THIRD STREET AND TENTH AVENUE.

Objects: This institution is for the care of orphan, half-orphan and destitute colored children, between 2 and 12 years of age.

Total number of inmates in 1892 .....	390
Committed by magistrates as destitute in 1892.....	19
Discharged to parents and friends in 1892 .....	94
Received from city in 1892 .....	\$15,698 99
Received from school fund in 1892 .....	2,438 67

Census October 1, 1892:

Paid officers in institution .....	12
Paid servants in institution .....	29
Boys under 12.....	168
Boys over 12 .....	12
Girls under 12 .....	100
Girls over 12 .....	6
Orphans .....	75
Half-orphans .....	183
Both parents living .....	28
Receiving industrial training .....	78

*Inspected by Commissioner de Peyster, October 24, 1892.*

This institution was found in fairly good condition.

The dormitories are not large; a nurse or caretaker sleeps in a room next the dormitory. Each dormitory has a play-room with a bath and water-closet between; the bath-room might almost



be in the dormitory. Only eighteen children sleep in each dormitory; they were light and well ventilated. The beds were good; in some cases the pillow-cases were soiled. Beds are changed every week.

The children wash in running water and are bathed in large tanks.

The superintendent said he hoped soon to have the rain-baths for the boys and separate tubs for the girls.

The children are all taught in the institution. One large class-room and three smaller ones. The class-rooms were bright with growing plants in the windows, making them very attractive. One class-room is devoted to industrial training. On the day of my visit the class was for girls in cane-seating; the boys and girls are taught alike.

The children looked and seemed well; only one sick.

The dining-room was pleasant and bright.

The supply of clothing is good.

The play-grounds are large.

The boys and girls are taught together and eat together; other times they are kept separate. On the whole the institution presented a very good appearance.

## NURSERY AND CHILD'S HOSPITAL.

Founded in 1845.

NEW YORK CITY AND STATEN ISLAND.

Objects: "The maintenance and care of the children of wet nurses; the care of lying-in women and their infants, and the support and maintenance of destitute children entrusted to their care, or admitted therein."

Total number of inmates in 1892.....	981
Committed by magistrates as destitute in 1892 .....	None.
Discharged to parents or friends in 1892.....	183
Money received from city in 1892.....	\$73,806 07
Received from school fund in 1892.....	592 47

## City Institution.

FIFTY-FIRST STREET AND LEXINGTON AVENUE.

Census October 1, 1892.

Paid officers .....	7
Paid servants .....	61
Adult inmates (women).....	155
Infants ... ..	122
Children between 1 and 4 years.....	91
Orphans .....	None.
Half-orphans .....	83
Half-orphans with fathers living .....	23
Both parents living .....	130

*Inspected by Commissioner de Peyster, October 3, 1892.*

This is a very difficult institution to manage; there are several branches which require different qualifications in those in charge of each.

It contains a reformatory, a lying-in asylum, a hospital and an asylum for children; the work must be done to a large extent by women who come into the institution as objects of charity, and this makes it very difficult to maintain the best of order.

As a rule, the institution was in good order; there was evidently much carelessness in the use of towels; several of the children had sores on their faces, which trouble is very easy spread if there is not great care used with towels.

The cellar was in good order. The wards are very pleasant, light and well ventilated, and not crowded. The play-room and dining-room and school-room of the older children (none over 4 years) was very cheerful and pleasant. The children looked well and happy.

The isolation of sick children in the annex or hospital building is excellent.

The servants all sleep in the basement, which seems a very poor arrangement from the point of health and character, for many of the rooms are dark and they must be left to themselves very much at night.

The lying-in department is all in the best of order and very pleasant; the home has been quite free from fever for several months.



Country Branch.

CASTLETON, STATEN ISLAND.

Census October 1, 1892.

Paid officers .....	8
Paid servants in institution .....	34
Paid servants on farm .....	7
Adult inmates (women) .....	41
Infants .....	6
Children between 1 and 4 years .....	75
Children over 4 years .....	118
Orphans .....	39
Half-orphans .....	99
Children receiving industrial training.....	35
Amount of land connected with the institution, acres.....	47
Half-orphans having fathers living .....	7
Children in school .....	118

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*Inspected by Commissioner de Peyster, November 14, 1892.*

There are different buildings of this institution, consisting of the main house, used for office, matron's, doctor's and assistants' rooms, and dining-room for the school children, and ten cottages; two are used for hospital purposes. The various buildings were found in good order. The children looked well and happy, and seemed to be well cared for.

There were separate basins and towels for each child; the bath-tubs were not in very good condition. I do not think the bathing facilities for the institution are as they should be. I believe the managers think of putting up some new buildings.

A new schoolhouse has been built within a year. There are two resident teachers, and one comes in every day, and a kindergarten teacher for the little ones.

The younger children have a dining-room in one of the cottages.

The children are out-doors when the weather is pleasant; it seems very good for them.

There were three very sick children in the hospital and several with colds, but nothing very serious.

The caretakers and assistants seemed to be very inferior women. The matron said she had great difficulty in getting competent help to stay in the country. I would suggest a trained nurse for the hospitals. The reception cottage at the institution was found in good order. New cases are quarantined for three weeks.

Two resident physicians, who are women, a most important advantage, especially in an institution dealing with women of the character of many received here.

Respectfully submitted.

ANNIE G. de PEYSTER.

1892.

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# REPORT

IN THE

Matter of the Investigation of the S. R. Smith  
Infirmary.

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By. President CRAIG.

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# R E P O R T.

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## SUPREME COURT.

IN THE MATTER OF S. R. SMITH INFIRMARY.

*To the Supreme Court:*

In pursuance of the order of the court, made at Special Term, in the county of Kings, on the 3d day of August, 1892, appointing "Oscar Craig, president of the State Board of Charities," commissioner for the purpose of visiting and inspecting the said S. R. Smith Infirmary, in his discretion, if, on his "examination of said petition, depositions and exhibits, he shall deem it advisable so to do," and providing that the trustees of the S. R. Smith Infirmary might file an answer to the petition on which the matter was presented to the court, I, Oscar Craig, president of the State Board of Charities, as such commissioner, respectfully report as follows:

On examination of the petition with the answer, which was verified August 23, it was by me deemed advisable that such visit and inspection as, in my discretion, was provided by the order, should be made. Accordingly, on the morning of the eighth day of September, after due notice, the respective counsel for the petitioner and the infirmary, the petitioner in person, members of the late medical staff, who were colleagues of the petitioner, several trustees and managers, and the superintendent of the infirmary, and Clarence T. Barrett, Esq., of New York city, sanitary engineer, with others, were present before the commissioner at the infirmary; and, on his invitation, accompanied him in his inspection of the infirmary, some of whom, including the respective counsel and the sanitary engineer, continued with him during the whole inspection.

As defects of plumbing and ventilation were discovered, the oral allegations and denials and explanations of the respective



parties were received, if not objected to, during the progress of the actual inspection; but on account of objections to receiving all that was then offered, and the nature of the points left open, there appeared doubts respecting the responsibility for such manifest defects.

The commissioner, therefore, proposed to continue the inquiry by examining witnesses under oath; and this course was finally adopted, though the authority for it was at first questioned by the counsel for the trustees. In the discussion of the question, it was suggested that neither the Supreme Court, nor any visitor appointed by it, had power to examine witnesses under oath in the matter. The commissioner expressed his opinion that there is no doubt of the chancery power of the Supreme Court, or a justice thereof, in any such matter, and on any visit to a charitable institution, to examine witnesses under oath, or appoint a visitor or commissioner to do so, and that in this case, the common law power of the commissioner, derived from the equity side of the court, is supplemented by this statutory power in his capacity as president of the State Board of Charities.

Reference is here made to authorities on the common law power and to the statutes on the power of the board and its president, as follows:

Chancery power: Constitution, art. 6, § 6; Rev. Stat., Banks & Bros., 8th ed., vol. 3, pp. 1922-3, § 8; Birdseye, vol. 1, p. 262, § 11; Laws 1848, chap. 319, § 8; Laws 1847, chap. 280, § 16; Utica Ins. Co., ads. Atty.-Gen., 2 John., chap. 384; *Bascom v. Albertson*, 34 N. Y. R., 384-613.

Statutory power: Laws of 1867, chap. 951, §§ 4 and 8; Laws of 1871, chap. 699, §§ 1 and 2; Laws of 1873, chap. 571, § 4; Rev. Stat., Banks & Bros., 8th ed., vol. 3, pp. 2138-9, §§ 4 and 8, p. 2140, § 4, and p. 2147, § 1; Birdseye, vol. 1, pp. 458, 459, 460, §§ 4-8 and 15; Code Civil Pro., §§ 1783, 217, 854; Angell and Ames on Corp., 7th ed., pp. 646-7, §§ 689, 690, 691, 694, 695.

The counsel for the petitioner furnished the following additional authorities on the chancery power:

Com. Dig., "visitor," A. 3; Cok. Litt., 96 A; Story Eq., §§ 1187-8; 2 Kyd Corp., 180; 2 Roll. Abr., 230, C 1, 17, 20, 24; *Re Hathaway*,

71 N. Y., 238; 2 Kent Com., 302; R. v. Bishop of Ely, 1 Blacks., 82 (S. C. S. 5, T. R. 475); Phillips v. Barry, 2 T. R., 348; Com. Dig., visitor C. and A., 10; Murdock's Appeal, 7 Pick., 382; Bouvier Law Dic., "visitation."

On the hearing, the parties obtruded personal and professional issues, which the commissioner endeavored to exclude, holding that the examination and inquiry were for no purpose other than to ascertain the general condition and administration of the hospital.

The petition presents the condition of the hospital and the administration of its trustees in unfavorable lights. It avers that "A new site well adapted to the purpose has recently been purchased and buildings have been erected costing over \$60,000; that said buildings are wholly unsuited to hospital uses, that they are ill-ventilated and the plumbing is imperfect and dangerous, and especially the room and table furnished for surgical operations in the building known as the 'Bechtel ward' are so unskillfully connected with the sewer that unwholesome air is supplied to patients and surrounds surgical wounds so as greatly to interfere with the success of such operations, prevent healing and produce septic diseases.

"That in addition to this serious condition and the great outlay of money donated to merciful ends for these unwholesome buildings, the trustees of this institution have failed to supply proper and useful facilities for cleaning and preparing surgical instruments for use, thereby increasing the risk of unsuccessful operation and of professional and pecuniary responsibility to the medical men connected therewith and to the institution itself."

The answer of trustees puts the allegations of the petition in issue, and raises the question of negligence on the part of the late staff of surgeons and physicians, as conducive to the defects and evils averred in the petition.

The inspection of the buildings and appliances discovered the alleged defects and evils in plumbing and ventilation, but did not reveal the persons accountable for such state of things.

The responsibility for the defects elsewhere found respecting the plumbing and ventilation of the buildings, appears by the examination to be divided between the trustees and members of



the late surgical and medical staff, of which the petitioner is one. Such responsibility on the part of the late surgeons and physicians relates to both carelessness in failing to obtain knowledge of such defects and evils, and negligence in remedying or reporting such evils and defects when known.

That the petitioner and some of his colleagues on the late surgical and medical staff, were ignorant of the facts complained of until a few days or weeks before the complaints were made in the petition to the court, and after the report of Mr. Barrett, the sanitary engineer, made to the trustees, who had retained him to investigate and remedy all defects and evils in plumbing, ventilation and construction, is evident from the testimony of surgeons and physicians late members of the staff. (Minutes, Dr. Thompson, p. 16; Dr. Van Rensselaer, pp. 17, 34, vol. 2, pp. 49-50; Dr. Conley, vol. 2, p. 70.)

That some of the said surgeons or physicians endeavored to remedy or even to report such of said defects and evils as were known to them respectively, is also evident from their testimony.

Dr. Van Rensselaer said: "I am not aware that the medical staff ever made any complaints." (Vol. 1, p. 15.)

To the question of the commissioner, "Have you ever stated anything to any of the trustees with reference to any defects of construction or otherwise?" Dr. Conley answered, "No, sir; I never have." (Vol. 1, p. 16.)

Referring to the operating-room in the Bechtel pavilion, and to the question of the commissioner, "Was there any advice or notice given by the medical staff to the trustees, of the defects of this operating-room," Dr. Van Rensselaer, the petitioner, answered: "Not that I am aware of, except the stairway, which was here in case anybody died he could be taken right down to the cellar. By request of the doctors that was closed." (Vol. 1, p. 33.)

Dr. Walzer, Jr., knew defects in operating-room in Norton pavilion, but did not notify the trustees, though there was a better room available. (Vol. 1, p. 51.)

The same surgeon, before his resignation, discovered the serious defects in the sewer trap under the operating table in the Bechtel pavilion, but did not advise the trustees. (Vol. 2, pp. 167, 170.)

Dr. Walzer, Sr., knew of serious defects in ventilation of Norton pavilion two years ago, and so soon as it was used, but never brought the same to the attention of the trustees. (Vol. 3, pp. 48-49, 57 to 60.)

That the defects in plumbing in the operating-room and other parts of the Bechtel pavilion were not due to the alleged rejection of plans submitted by the surgeons is evident from the fact that such plans utterly ignored the subject of plumbing, the most important one from a surgical or sanitary point of view. (Vol. 1, p. 47; vol. 2, p. 11; vol. 3, p. 9.)

Dr. Walzer, Sr., testified to the effect that the operating-room in Bechtel pavilion is substantially on the Frost plan, recommended by the surgeons, and that he approved it. (Vol. 3, pp. 56, 57.)

See testimony of petitioner, Vol. 1, pp. 46, 48, 49, who testifies that drainage pipe under operating table in Bechtel pavilion was put in at his request. (Vol. 2, p. 40.)

The petition avers that "the trustees of this institution have failed to supply proper and useful facilities for cleaning and preparing surgical instruments for use, thereby increasing the risk of unsuccessful operations and of professional and pecuniary responsibility to the medical men connected therewith, and to the institution itself."

That this averment is not well founded in fact, is shown by the testimony of the petitioner and other surgeons on the late staff. It does not appear that the trustees ever received any advice from any of the surgeons as to what were the "proper and usual facilities for cleaning and preparing surgical instruments for use," or any notice of defects in the facilities or appliances in actual use. But the contrary, so far as the surgeons testified on this point, is established.

Petitioner says that he never told the trustees there were not proper appliances for cleaning instruments, and never asked them to supply any, and to his knowledge none of the staff ever did. (Vol. 1, pp. 65, 66.)



He further testifies that he was never cognizant of defects in apparatus for cleaning instruments, prior to March, 1892. (Vol. 2, p. 21.)

And he further testified as follows:

“Q. What is the proper apparatus for a hospital of this kind to have? A. I could not state; I have not looked up with reference to the sterilizing of the instruments; I do not know.

“Q. How then did you come to state in your petition that the proper apparatus was not supplied for the sterilizing of instruments? A. There was no proper boiler here.

“Q. If you did not know what the proper apparatus is why did you state in your petition that no proper apparatus was supplied? A. Because there was not.

“Q. Why didn't you report to the trustees and ask them to procure an apparatus for cleaning and sterilizing instruments? A. For the reason that I supposed the instruments were clean enough for ordinary uses. Our attention was never called to it till the letter —

“Q. You thought the instruments could be kept clean with the facilities in the hospital? A. My attention was never called to any dirty instruments before that.

“Q. If you did not have the proper apparatus, it was your duty to inform the trustees of the fact, and the staff never did it? A. Not that I am aware of.

“Q. The trustees never had any knowledge from the staff of medical men? A. No, sir; not that I am aware of.”

On the same examination, to the commissioner's question, “Will you say that instruments cannot be properly cleansed without the modern appliances that are in the modern hospitals?” the petitioner's answer was: “No, sir; they can be cleansed;” and to the commissioner's question, “All the surgeon needs for boiling instruments is a spirit lamp?” the petitioner's answer was: “Yes, sir.” (Vol. 2, pp. 46, 47; see, also, pp. 74, 75.)

In Dr. Coonley's examination, to the question, “Did you notify the trustees that there were not proper facilities for cleaning and sterilizing instruments in this hospital at any time?” he answered: “No, sir;” and to the question, “Did you ever have any difficulty in getting the instruments clean, to your satisfac-

tion, with the appliances here?" he answered: "I never found any fault; the most marked cases were those that occurred this year, notably, the O'Neil case; that was a case I could not understand." (Vol. 2, pp. 68, 69.)

The following is an excerpt from the examination of Dr. Walzer, Jr.:

"Q. Did you ever have any difficulty in keeping the instruments clean and in good order for use with the appliances furnished by the hospital? A. No, sir.

"Q. Did you have any complaint to make in regard to there not being proper appliances furnished for keeping the instruments clean? A. No, sir.

"Q. You never asked for anything more? A. No, sir.

"Q. Does it require some complicated machinery? A. It does not, although at present there are some beautiful instruments for sterilizing in the market; I didn't think it necessary to ask the trustees to obtain one for use.

"Q. How long have you been on the staff? A. Four years, I think." (Vol. 2, pp. 170, 171.)

\* \* \* \* \*

That some of the surgical instruments, on the day of first inspection by the commissioner, were, by the surgeon who, at the request of the commissioner, examined the same, found, under the microscope, with foreign substance adhering thereto, is shown by the testimony of Dr. Coonley. (Vol. 2, p. 56.)

But that such foreign matter may have been the result of the process they had undergone in the house of the instrument-makers, where they had been sent to be polished and from which they had just been returned; and that such process is not intended to leave them surgically clean or to do away with subsequent boiling and antiseptic treatment in the hospital, before operations, appears from the testimony of Dr. Coonley, already cited, and his further testimony, and the evidence given by Dr. Leonard, a witness called by the counsel for the petitioner. (Vol. 2, p. 67; vol. 3, pp. 25-33.)

\* \* \* \* \*

The board of trust, however, is not justified, as it is not exempted from neglect of duty, in the matters of plumbing and



ventilation, but, on the contrary, is with the late surgical and medical staff, jointly responsible for all the defects and evils in these respects, as they were discovered on the inspection by the commissioner, with the sanitary engineer, the respective counsel and others, and designated in the minutes as follows, to wit:

In matter of plumbing of administration building, vol. 1, pp. 2, 3, 4, 7, 15, 18, 19, 24, 25; of Bechtel pavilion, vol. 1, pp. 26, 27, 29, 31, 45; vol. 2, pp. 148, 149, 150, 151; and, in matter of ventilation of administration building, vol. 1, pp. 13, 14, 21, 23, 25; of Bechtel pavilion, vol. 1, pp. 27, 32; and of Norton pavilion, vol. 1, p. 54.

It is pleasant, however, to turn from these evils to their remedies. Before the examination and prior to the petition, as we have already seen, the trustees had retained Mr. Barrett to reform the system of plumbing and ventilation and to put the infirmary in sanitary condition. (See also Records of Hospital, vol. 2, p. 90.) The results at the close of the examination were satisfactory. A second inspection made by the commissioner on the last day of the investigation, and the examination of the sanitary engineer under oath on the same day, disclosed radical and thorough measures which had been adopted for the correction of the errors before discovered in this system of plumbing and ventilation, with the work finished or in progress. (Vol. 3, pp. 73, 74, 75.)

That in these matters of construction, the trustees are responsible, is a presumption arising from their relations to the institution, and also a conclusion following from all the proofs on the whole case; but that their past negligence has been relieved by their present diligence in radical remedies and reforms, is of more interest and consequence to the benefactors and the beneficiaries of the infirmary.

The petition avers that "the funds donated to the institution have been spent in extravagant and useless and dangerous buildings." The only specifications relating to the allegation of dangerous character of the buildings are those respecting the plumbing and ventilation already considered; and the only evidence

received or offered under this averment is confined to these matters.

The testimony of Mr. Barrett, the sanitary engineer, is to the effect that the administration building, if devoted to general uses, inclusive of offices, reception rooms, dormitories for officers and nurses and servants, and exclusive of wards and rooms for patients, is not too large for a hospital of 200 patients, and that the grounds are suitable for additional pavilions; and that the reasonable cost of the administration building is from \$48,000 to \$50,000; of the Bechtel pavilion, from \$9,000 to \$9,500; and of the Norton pavilion, from \$8,000 to \$8,500. (Vol. 1, pp. 69 to 73.)

These estimates of proper cost agree well with the actual cost. The opinion as to proper size of the administration building is to be considered in relation to the testimony of Mr. Marsh, one of the executors of Dr. Frost, showing that the land was purchased by the testator in his lifetime, that the building was erected under the supervision of the architect selected by the testator, being, however, three stories instead of two stories as designed by the testator and a little larger on the ground plan than the original design contemplated. (Vol. 2, pp. 75 to 80.)

Assuming that the administration building is larger than modern ideas of hospital construction require, it is in the opinion of the commissioner, considered with reference to its present and provisional uses for patients, as well as its prospective uses exclusively for administration, not such a departure from the normal or absolute standard as seriously to detract from its relative excellence or reflect upon the good faith or ordinary prudence of the trustees. It is of some significance that there do not appear to be any complaints from the representatives of the testator, Dr. Frost, respecting the administration building, or from the benefactors, Mrs. Bechtel or Mr. Norton, concerning the respective pavilions erected mainly if not wholly from their gifts.

One matter not mentioned in the petition, the answer or the order appointing the commissioner, was considered by him on the examination, viz., the general finances and accounts. On the very



first hearing he requested the counsel, respectively, to appoint experts to examine these matters, and renewed such request on the second day of the hearing. (Vol. 2, pp. 2 to 6.)

On the last day of the examination these matters of the finances and accounts were considered as follows:

“Commissioner Craig stated that the report of the expert accountant, Mr. G. D. L’Huillier, had been sent to him instead of to the counsel within a day or two of the continuance of the hearing. He called attention to his original proposition, that the expert accountant representing the petitioners, and the expert accountant, Mr. Townsend, representing the trustees, should go over the accounts together. In so far as their minds might meet regarding them, there would be no necessity for further consideration by either counsel or commissioner; but if they should differ on any points, they could state the points on which the variance existed, and those points of variance could be considered by the counsel, and be by them presented to the commissioner. It seemed, however, that only one of the experts, namely, Mr. L’Huillier, representing the petitioner, had presented any report, and that had been sent to the commissioner in the first instance without having been submitted to the respective counsel. The commissioner suggested that the original understanding should be carried out.

“Mr. Stafford explained that what the commissioner had stated was the original understanding, and said: ‘I ought to say, however, that the account was, in June, 1891, when the former treasurer, Gen. Livingston Satterly, retired from office, thoroughly and fully examined by Mr. Townsend on behalf of the trustees, and he reported at that time no misappropriation of funds.’

“Mr. Shortt: ‘I submit, on behalf of the petitioner, that since the assumption of the office of treasurer by Mr. Alexander, nothing could be more admirable than the system and accuracy with which the books of accounts have been kept, that is from June, 1891. With respect to the accounts prior to that period, I admit on behalf of the petitioner, that as far as I can see from this report, which is the only source of my knowledge, that there is no evidence of misappropriation of funds, with the exception of \$247, which should have been credited to the infirmary for interest, and which was credited on the books of the trust company where the deposit was,

-and a further sum of \$9.27, which is still in the trust company, the existence of which the officials were apparently unaware of."

Mr. Shortt then goes on to criticise the methods of bookkeeping by the former treasurer, prior to June, 1891, whereby moneys appearing on the trust company's account as deposits to the credit of the infirmary, do not appear on its account (Vol. 3, pp. 4 to 12.)

The point of these supplemental remarks by the counsel for the petitioner is stated in the minutes, as follows:

"Commissioner Craig.—I understand this to be the situation, that while counsel for the petitioner does not charge dishonesty or misappropriation, he says that the method of keeping the accounts was such as to put them upon the inquiry as to whether there have been any misappropriations."

"Mr. Short.—That is the point." (Vol. 3, pp. 10, 11.)

Had the investigation been further continued, the line of inquiry thus vindicated might have been prolonged. But in the opinion of the commissioner it was not worth while to adjourn the general examination, in order to make such supplemental investigation, for the following, among other, reasons:

(1.) Mr. L'Huilier, the expert employed by the counsel for the petitioner, states in his voluminous report, that "while the accounts show no proof of misappropriation, they disclose gross carelessness in the handling of trust funds, which applies to the account only prior to June 1, 1891," and explaining, says: "The excess of deposits and trusts as shown by the trust company and the treasurer's books arose from various payments — \$2,500, drawn from one fund of the depositors and put back again would increase his deposits \$2,500, but would not increase his money. It is simply a case of moneys drawn out and then put back again." (Vol. 3, pp. 3 and 8.)

(2.) The counsel for the petitioner makes substantially the same concession already cited.

(3.) Mr. Townsend, the expert accountant for the trustees had made his report prior to the examination and the petition, to wit: In June, 1891. From this report it appears that there was no misappropriation by the former treasurer, and no substantial error



in his accounts. (Vol. 3, p. 2, and printed report of the trustees for 1891, pp. 34 to 48.)

(4.) The criticism of this expert by the petitioner's counsel seems to be unsubstantial, in view of his commendation of the accuracy and method of the same accountant, who appears to have done the work for the present treasurer, Mr. Alexander, since June, 1891, whose accounts the same counsel characterizes as follows: "I submit on behalf of the petitioner that since the assumption of the office of treasurer by Mr. Alexander, nothing could be more admirable than the system and accuracy with which the books of account have been kept, that is from June, 1891."

(5.) The fact that Mr. Satterlee has not been treasurer or trustee since June, 1891, and the fact that the trustees were diligent in procuring a trustworthy expert to examine his accounts make the further investigation of the same impertinent upon any inquiry into the management of the institution.

(6.) There is neither in the written pleadings nor in the order of the court any references to such matters.

\* \* \* \* \*

The commissioner of the court is led to say, that as an officer or member of the State Board of Charities, he will after, as well as before, the termination of these proceedings, hold himself bound to examine any charges or complaints which may be made in writing, respecting the finances and accounts prior to June, 1891, against the present trustees who were then in the board of trust, by the petitioner or any of such surgeons or physicians, or any of the contributors to or benefactors or beneficiaries of the infirmary.

The final results of the inspection and investigation under the order of the court, are stated in the following summary of findings of fact and general conclusions.

## SUMMARY.

### First — Findings of Fact.

(1.) The administration building, the Bechtel pavilion and the Norton pavilion, at the date of the petition, were, and each of them was supplied with imperfect and improper appliances for ventilation, and defective and dangerous plumbing.

(2.) The said buildings were not, and none of them was at that time, in other respects, "unsuited to hospital uses," or to such extent or degree in departure from a relative, reasonable and fair standard as to be grossly "extravagant," or "greatly impaired" in "usefulness;" and while not in all respects absolutely conformable to modern and approved ideas, they do not appear to be in opposition to the designs of the respective benefactors who, by bequest or gifts, provided the respective funds for their construction.

(3.) The trustees then had not furnished the most modern "facilities for cleaning and preparing surgical instruments," but they had supplied sufficient facilities for such purpose, which, if used with proper or ordinary care, were adapted and ample to insure surgical cleanliness of all surgical instruments for all surgical operations.

(4.) The superintendent was a professional and skilled nurse, and was not "unfit for said position," or "unfit to care for patients," but was in all respects competent, efficient and trustworthy.

(5.) The acting house physician at the same time, though introduced by the late staff of surgeons and physicians, was not a graduate of any medical college, and was not licensed as a physician or surgeon.

\* \* \* \* \*

(7.) The trustees, prior to the petition, employed a competent and trustworthy sanitary engineer to discover the defects and dangers in the system of plumbing and ventilation, and to remedy the same.

(8.) The petitioner and most of his colleagues on the late surgical and medical staff were ignorant of the principal defects and dangers in such systems of plumbing and ventilation, until they learned the same from the report of the said sanitary engineer to the trustees, which was made just prior to the petition.

(9.) Such defects and dangers in such systems of plumbing and ventilation as said petitioner or his said colleagues knew before



said report of the sanitary engineer, were not by them communicated to the trustees.

(10.) The petitioner and his said associate surgeons, did not, and none of them did at any time advise the trustees respecting proper appliances for ventilation or proper plumbing or proper apparatus for cleansing and preparing surgical instruments; and did not, and none of them did, at any time notify the trustees of any imperfections or evils relating to any such things or uses in the institution.

\* \* \* \* \*

(15.) The accounts of the present treasurer ever since his appointment in June, 1891, have been correct and perfect.

(16.) The accounts of the former treasurer prior to June, 1891, as shown by the petitioner's expert, were kept in a careless manner, but it does not appear from the report of this expert, or of the expert previously employed by the trustees or otherwise, that there was ever any misappropriation or loss of the funds of the infirmary; and the said officer has not been since said date, treasurer, accountant or trustee of the institution.

(17.) The members of the late surgical and medical staff and the said acting house physician resigned prior to the petition, and had no connection with the institution during the examination.

(18.) The superintendent severed her relation to the infirmary after the order appointing the commissioner and during his examination.

(19.) All persons charged with negligence or responsibility respecting the defects, abuses or evils averred in the petition, or revealed in the evidence, have ceased to hold any office or relation to the institution, except the trustees, who remain responsible for its administration and condition.

(20.) A system for the complete correction of all errors, defects and evils in the plumbing and ventilation of the buildings of the infirmary, had been adopted by the trustees, under the advice of the sanitary engineer, and entirely committed by them to his direction, prior to the petition, and by him introduced and applied or put in process of execution, at the close of the examination.

which system of radical reforms and remedies will, it is expected and believed, put the institution in the best sanitary condition.

### Second — Conclusions.

\* \* \* \* \*

(3.) The trustees should be directed by order of the court, to report to the State Board of Charities, on or before the first day of May next, the sanitary condition of the infirmary, including the changes and results in the systems of plumbing and ventilation of each ward and building, the condition and care of the surgical instruments, the practice respecting case books and clinical history, the facts with reference to healing of surgical wounds by first intention with specifications regarding failure, if any, and to make such special reports semi-annually on the first days of November and May thereafter, in addition to the annual report to the State Board for each fiscal year now required by statute, and to cause such special reports to be signed and acknowledged by the president and secretary of the trustees, and signed and verified under oath by the superintendent and house physician of the infirmary.

Dated *February 23*, 1893.

Respectfully submitted.

OSCAR CRAIG,

*President of the State Board of Charities, as Commissioner of Court.*

The foregoing report has been filed with the clerk of the court, and in the office of the State Board of Charities. Exceptions to the report have been filed in behalf of the petitioner, with the clerk of the court. Such exceptions not having been brought to a hearing, the parts of the report to which such exceptions more particularly refer have been here omitted.

In pursuance of the recommendation of the report, a certified and verified return to the State Board has been made, of which the following is a copy:

*To the State Board of Charities:*

The board of trustees of the S. R. Smith Infirmary, respectfully make the following report, pursuant to direction of Hon. Oscar Craig:



First. That the sanitary condition of the infirmary is good.

Second. That such changes in the system of plumbing and ventilation in each of the wards and buildings have been made and completed, as were suggested by Clarence T. Barrett, sanitary engineer, with the approval of Mr. Craig. All of which changes have been made by said sanitary engineer and under his personal supervision and direction, and, as above stated, the hospital is, as said trustees are advised by said engineer and believe to be the fact, in good sanitary condition.

Third. That by a rule established by the trustees, the house physician is now made responsible, under direction of the surgical staff, for the condition of the surgical instruments belonging to the hospital, and as trustees are informed and believe, such instruments are kept clean and in proper condition for use.

Fourth. That since May 11, 1892, as said trustees are informed and believe, there has been no case of a surgical operation performed in the hospital on a healthy patient when the wound has failed to heal by first intention.

Fifth. That proper books have been prepared by the present staff and clinical histories are now kept of each patient in the hospital, according to the practice and custom in the best hospitals in the State.

Sixth. That the number of patients to be cared for has largely increased and the trustees believe they receive as good treatment, care and attention as do patients in other hospitals of the State.

Dated NEW BRIGHTON, STATEN ISLAND, *May 1, 1893.*

O. S. WOOD,

*President.*

E. C. BRIDGMAN,

*Secretary.*

E. R. SAMPSON,

*Superintendent.*

H. A. COHRS, M. D.,

*House Physician.*

STATE OF NEW YORK, }  
 County of Richmond, } ss.:

On this ninth day of May, before me personally came Orin S. Wood, president, and Edward C. Bridgman, secretary, of the board of trustees of the S. R. Smith Infirmary, to me known, who acknowledged to me that they signed the foregoing instrument as such president and secretary respectively.

DEWITT STAFFORD,

*Notary Public, Richmond County.*

STATE OF NEW YORK, }  
 County of Richmond, } ss.:

Eben R. Sampson, superintendent, and H. A. Cohrs, M. D., house physician, of the S. R. Smith Infirmary, being severally duly sworn, say, and each for himself says, that the foregoing instrument by him subscribed is true to the best of his knowledge, information and belief.

E. R. SAMPSON,

*Superintendent.*

H. A. COHRS, M. D.,

*House Physician.*

Sworn to before me, )  
 May 9, 1893. )

DEWITT STAFFORD,

*Notary Public, Richmond County.*





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# REPORT

OF AN

Examination of the Oswego County Poor-house and its  
Administration.

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By Commissioners CRAIG, LETCHWORTH AND WALRATH.

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# R E P O R T

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## STATE OF NEW YORK, STATE BOARD OF CHARITIES.

*To the State Board of Charities:*

We, Oscar Craig, president, and William P. Letchworth and Peter Walrath, members of the Board, submit the following report:

Complaints against the management and the keeper of the Oswego county poor-house, and against its general administration by the superintendent of the poor, were received by your president, through the State Charities Aid Association, on the 31st day of October, 1892. On the day following, November first, the president laid these complaints before Commissioners Letchworth and Walrath, who, with him, were, as your committee on the Epileptic Colony, inspecting proposed sites for the colony in Jefferson county. It was the unanimous opinion of the members of the committee that the opportunity of their presence in the adjoining county should, by them, be improved to investigate the facts respecting these charges and also all facts relating to the general administration of the poor-house and the condition of its inmates. Accordingly, notice of their intention so to do was given to the commissioner for the fifth judicial district, with their request that he be present at the examination, but he was unable to attend.

The procedure at the investigation included inquiries personally made of prominent citizens in Mexico, where the poor-house is situated, embracing visitors appointed by the State Charities Aid Association, and an inspection of the poor-house and its inmates and the examination of thirteen witnesses under oath. The following witnesses were sworn and examined in the order stated, viz.:



Dr. Strong H. Bennett, the physician; William S. Lansing, late keeper; Jane Lansing, his wife, late matron; Dr. George P. Johnson, late physician; Lucy Brinklow, servant of William S. and Jane Lansing; Julia M. Brown, an inmate of the poor-house; Mary Morehouse, cook in the poor-house and late attendant in its insane department; John D. Spencer, the keeper of the poor-house; William B. Ellsworth, an employe; Sallie A. Spencer, the matron; Henry V. Spencer, the superintendent of the poor; Edwin E. Parsons, late farmer of the poor-house; Cora Parsons, late cook in the keeper's kitchen.

The minutes of the examination, reported by the law stenographer, Willis H. Porter, of Watertown, containing 137 pages, are herewith produced to be filed.

### Facts Found.

From the evidence, inspection and examination, the following facts are found:

#### I.

The poor-house, including the building lately used for the chronic insane, though badly arranged for ventilation and for the classification and care of the inmates, is in good order and the inmates appear to be cleanly.

#### II.

The superintendent of the poor, with his wife, resides in the poor-house; but he gives little personal attention to its actual management. (Minutes, pp. 5-6-7-123.)

His wife, Sallie A. Spencer, as the matron, is entitled to the credit of the cleanly and sanitary condition of the buildings and inmates. (Min. pp. 6-123-125.)

Their son, John D. Spencer, is the keeper of the poor-house. (Min. 124-125.)

#### III.

The keeper, when appointed, was, or lately had been, an attendant in the men's ward of the insane department; and, when appointed such attendant, he had been recently discharged from

the Onondaga county penitentiary, where he had been imprisoned, under conviction and sentence of a court of record, for feloniously taking money from a woman with whom he was traveling. (Min. pp. 30-31-32-85 to 121.)

He has been, during his official service as attendant and as keeper, of drinking habits, and of irregular and immoral life. (Min. pp. 9-15-17-21-32-33-34-37-42-91-120-121.)

#### IV.

The superintendent of the poor was cognizant of the tendency of his son to become drunk, before he appointed him keeper of the poor-house; and of his imprisonment and immoral life, before he appointed him attendant in the insane department. (Min. p. 121.)

#### V.

One of the inmates, Julia M. Brown, an epileptic woman, testified, that in the winter or early spring of 1892, the keeper attempted illicit intercourse with her. There was no witness present. She made no outcry or complaint at the time. (Min. pp. 50-52-53.)

Some days afterward she told another inmate in confidence. (Min. pp. 23-25-51.)

This confidante reported the matter to the late matron, Mrs. Lansing; and thereupon Mrs. Lansing and the present matron, Mrs. Spencer, had an interview with the complainant, Julia M. Brown.

The complainant testifies that, at this interview, she affirmed the truth of her former confidential statement; and Mrs. Lansing confirms the same, but Mrs. Spencer denies it. The main contradiction is thus between Mrs. Spencer and Mrs. Lansing, as to the interview. (Min., pp. 54 to 57, 22 to 24, 114 to 116.)

No investigation was ever made by the superintendent of the poor, who seeks to justify his failure to do so, on the statement of Mrs. Spencer that the charge was recanted.

But as to this act charged against the keeper, he makes a total and absolute denial under oath. (Min., pp. 89, 90, 91.)



Testimony affecting the reputation of the witness for truth and veracity, and also her moral character, was received. (Min., pp. 27, 28, 35, 44, 74.)

The finding is that this charge was not proven.

## VI.

Of charges of similar nature against the said John D. Spencer, while he was attendant in the insane department, were made by patients in the department. (Min., pp. 34, 35.)

But he denies the same.

As the charges were not made definite or certain, and the inmates of the insane department have been removed to the St. Lawrence State Hospital, no finding or investigation is practicable.

## VII.

Patients in the insane department were frequently punished by dashing water against their faces and into their mouths and noses, while they were held on their backs, and in other positions; with always the liability, and sometimes the actual occurrence, of producing temporary strangulation in the subjects. (Min., pp. 64 to 70, 75 to 79, 92, 93, 98, 102 to 104, 108 to 113.)

## VIII.

Two of the attendants, who practiced these punishments in the insane department, are now retained in the poor-house, viz.: John D. Spencer, as keeper, and William B. Elsworth, as helper. (Min., pp. 85, 92, 93, 102.)

## IX.

The matron, who practiced these punishments in the insane department has, within the last year, subjected the said epileptic Julia M. Brown, in the poor-house, to the same treatment. (Min., pp. 60, 112, 113.)

But, in her behalf, the commissioners making this report cannot refrain from saying, that they find in her onerous and exacting duties and overwork, without sufficient help, as is the case with so many matrons of poor-houses, mitigating circumstances; and that they find, from their general examination, that her

disposition is to be kind and self-sacrificing in the administration of her office.

### X.

The superintendent of the poor, who, from attention to other things or inattention, has given little time or supervision to the poor-house, or the insane department thereof, never saw any of these punishments by water; but he knew of the infliction of them and of their frequency, and he approved them. (Min., pp. 94-122 to 125.)

### Second.

From the facts as found and all the proofs, there follow general conclusions, viz.:

#### I.

The appointments by the superintendent of the poor, of his son, John D. Spencer, to be first an attendant in the insane department, and afterwards the keeper of the poor-house, were inexpedient and morally wrong.

#### II.

The punishments described in the findings of fact, are inhuman and cruel.

#### III.

The superintendent of the poor is censurable for said appointments, for said punishments, and for general negligence in administration of the poor-house.

### Third.

Upon the foregoing facts and conclusions, there must be made the following recommendations, viz.:

#### I.

The keeper of the poor-house should be immediately dismissed from office.

#### II.

The said punishments should be discontinued and forbidden, in practice and by rule.

#### III.

The superintendent of the poor should reform all abuses, and remedy his own defects and errors, in administration of the poor-house.



IV.

The authorities of Oswego county should bring proper legal and moral influence to bear upon the management and administration of the poor-house.

V.

A certified copy of this report, with any action of the State Board of Charities thereon, should be sent to the secretary of the State Charities Aid Association, and to each one of the following officials of Oswego county, viz.:

The superintendent of the poor; the chairman of the board of supervisors; the clerk of said board; the county judge and the county clerk.

All of which is respectfully submitted.

DATED *December 1, 1892.*

OSCAR CRAIG,  
*President.*

PETER WALRATH,

WM. P. LETCHWORTH,  
*Commissioners.*

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# REPORT

OF THE

State Board of Charities on the Selection of a Site for  
and the Organization of an Epileptic Colony.

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# REPORT.

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*To the Honorable the Legislature :*

The State Board of Charities respectfully submits its special report, as follows, under chapter 503, of the Laws of 1892:

In pursuance of the said act of the Legislature, the Board duly constituted a committee composed of three of its members, viz., its president, Oscar Craig, and State Charity Commissioners William P. Letchworth and Peter Walrath, and charged its said committee with the duty of inspecting sites, examining plans, and ascertaining facts relevant and important to the object of the statute, namely, the establishment, in a proper situation, with a proper organization, of a colony for epileptics.

The circular issued by the committee gives the law, and the essential points to be considered in determining the selection of the site, as follows:

## STATE OF NEW YORK:

OFFICE OF THE STATE BOARD OF CHARITIES, }  
ALBANY, N. Y., *October 13, 1892.* }

Dear Sir.—The act providing for the selection of a site and plan for an epileptic colony, being chapter 503 of the Laws of 1892, is as follows:

“An Act providing for the appointment of a commission to locate an institution for epileptics in the State of New York.

“APPROVED by the Governor, May 12, 1892. Passed, three-fifths being present.

“*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

“Section 1. The Commissioners of the State Board of Charities are hereby directed to select a suitable site in the State of New  
1892.



York, on which to establish an institution, on the colony plan, for the medical treatment, care, education and employment of epileptics.

“§ 2. The said Commissioners of the State Board of Charities, shall have power to receive by gift, or to contract for the purchase of such site for the location of buildings of said institution, subject, however, to the approval of the next Legislature, to whom they shall report their action in the premises within ten days after the commencement of the session, together with plans and estimates for constructing buildings suitable for the purpose named in section 1 of this act; such site to include not less than 300 acres, and such plans to provide for the accommodation of 600 inmates, and to admit such further extension of the buildings as may be necessary to meet future requirements of the State in providing for the epileptics.

“§ 3. The said commissioners shall be entitled to the payment of their traveling expenses while engaged in the performance of their duties under this act, and their account for such expenses shall be audited and paid out of the treasury, but they shall receive no compensation for their services. And the sum of \$1,500, or so much thereof as may be necessary, is hereby appropriated out of any moneys in the treasury not otherwise appropriated, payable on the warrant of the Comptroller, for the purposes of this act.

“§ 4. This act shall take effect immediately.”

The commissioners present the following points to be considered in the selection of the site:

1. A tract of good land, including not less than 1,000 acres, and embracing numerous situations for a colony or village of small shops and residences with one or more larger buildings for hospital and administration uses, to accommodate a population of 1,000 to 2,000 patients.

2. A healthy location, with climate inviting outdoor work and life, and pleasant scenery.

3. A sufficient supply of pure water for distribution throughout the buildings by gravity.

4. Facilities for the easy and final disposal of all sewage, without danger of polluting waters that are used for drinking purposes; and for good surface drainage, with freedom from secret springs and sub-moisture.

5. Railway communication for passengers and freight, with advantages for side track or switch to the grounds.

You are earnestly invited to make suggestions of proper sites, with statements of market values of lands, proximity of towns and other particulars.

Respectfully yours. -

OSCAR CRAIG,

*President.*

To \_\_\_\_\_

\_\_\_\_\_

The circular, of which the foregoing is a copy, was mailed from the office of the Board in Albany, to the Senators, the Members of Assembly, justices of the Supreme Court, the county judges, and the clerks of the boards of supervisors in each of the following counties, to wit: Columbia county, Dutchess county, Greene county, Orange county, Putnam county, Rockland county, Sullivan county, Ulster county, Westchester county, and New York county.

The counties named are included within lines drawn with reference to the center of population of the State and a good climate for the colony; and the circulars were issued to no other county.

Responses to the circulars were received from the following counties, to wit: Sullivan, Dutchess, Greene and Orange counties.

Special applications were also made in behalf of two sites in Livingston county, one at Sonyea, about three miles from Mount Morris, the other being the county farm, about two miles from Geneseo; and several sites in Jefferson county, situated, respectively, near Watertown, Adams, Sacketts Harbor and Cape Vincent.

Each of the sites proposed, whether in response to the circulars or on special application, has been duly considered by the committee and the Board.

Land in Sullivan county, between Port Jervis and Summitville, was, through the Senator from the district, brought to the atten-



tion of the committee; and two of their members, Commissioners Walrath and Craig, went to Port Jervis for the purpose of examining the same, but were turned aside by a description of its unsuitable situation and soil, from the general manager of the Port Jervis, Monticello and New York Railroad Company, in writing, dated November 17, a copy of which is hereto appended, and designated Exhibit 1.

Another parcel of land in the same county, recommended by Cox Brothers, of Ellenville, was referred to Commissioner Letchworth of the committee, who proceeded to its vicinity, and obtained representations from persons acquainted with the facts, showing that the land is wanting in the fertility and natural advantages required for a colony settlement.

Land near Summitville was recommended by Mr. Rose, in a letter to Mr. Thornton, dated November 17, and transmitted to the committee subsequently to both of said visits of their members in the vicinity, but was considered by the committee, on the said statements made to them and other information, to be unadapted in soil and situation and natural conditions to the proper requirements of a colony.

A farm about four miles from Poughkeepsie, recommended by the county judge of Dutchess county, was visited by Commissioners Walrath and Craig of the committee, with the county judge, and was found to be objectionable on account of the rocks coming near the surface, which would make sewers unduly expensive, repeating the experience at the Hudson River State Hospital. If other lands adjacent could be obtained they would not present the requisite conditions.

Several adjoining farms in Greene county, recommended by the board of trade of Coxsackie, were inspected by Commissioners Walrath and Craig of the committee, with representatives of the board of trade; and, though their inspection was cut short by an accident, an impression was obtained in some respects not unfavorable; but no further examination has been made, on account of the prices of the farms, in the aggregate, over \$105,000 for 782 acres, which, in the opinion of the committee and the Board, is more than the sum which should be expended for that

quantity of land, with the probability of corresponding excessive expenditures for buildings and improvements.

A situation near Windham, on the western slope of the Catskill mountains, recommended by Edward M. Cole, has not been visited, as Mr. Cole's statement shows that it is not near any existing railroad.

A site near Warwick was proposed in a letter from the Orange county judge to the president of the board, dated November 23, and, as the proposition came so late, and without specifications or definite statements on essential points, it was not inspected, but has been duly considered.

All of the proposed sites in Jefferson county have been examined by all of the members of the committee, with prominent representatives of the respective localities, except that near Cape Vincent, which was brought to their attention after their visit to the county, but with which or its immediate vicinity members of the committee and other members of the Board are acquainted.

It is considered that none of the said situations in Jefferson county are proper for the following reasons:

By the terms of the statute the provision for epileptics is to be on neither the old institution plan, nor its ordinary modification by the substitution of detached buildings, as at Willard State Asylum. The colony idea is essential, as is shown by the express language of the law as well as its spirit, and by the needs and nature of the proper care and treatment of epileptics in community life. This colony design includes not only the separation of the patients into detached buildings, but the arrangement of the cottages upon irregular lines and at different distances, in accordance with the situations of the various building sites, adapted to the self-support of the inmates through natural advantages for economy of administration, and for the successful prosecution of trades, industries and agricultural labors. In a climate such as belongs to each of said sites in Jefferson county, the advantages within the purview of the statute and its general design, as well as the proper purposes of a colony, would be seriously compromised not only by deep snows and high winds interfering with free communications by invalid patients among the shops,



barns and dwellings of the settlement, but also, except in the short summer season, by winter weather interfering with the labor and life of the invalids out of doors, quite indispensable to the humane and economical and proper treatment of this class of patients.

In view of the foregoing considerations, it is the opinion of the committee and Board, that northern New York, while perhaps adapted to other State institutions, is not the proper section for an epileptic colony. The general conclusion is that the other natural advantages of the sites in Jefferson county are not such as should overrule the disadvantages of remoteness from the center of population on routes of travel and geographical lines, as well as the said disadvantages of climate.

The poor-house farm, including the insane asylum, in Livingston county, is excluded from extended consideration by the impracticability of securing a railroad track to the premises.

### Sonyea Property.

This property, situate in the Genesee valley about three miles from Mount Morris, in Livingston county, is owned by the Sonyea Society of United Christian Believers, the members of which have, within a few weeks, joined the similar society, near Watervliet, N. Y. One of the original purposes of the society, many years ago, was to take and train children, some of whom would take the places of deceased members, but as the multiplication of orphan asylums in the regions around about has interfered with the supply of recruits to the society, of which one of the practices is celibacy, its present members are generally advanced in years and unable to continue its existence. Their expressed wish is to have the Sonyea property dedicated to some public work of a charitable nature; and their representatives state that they now offer it for less than they would sell it in parcels or in bulk for other purposes.

It is the opinion of the committee and Board that the original offer, which after prolonged negotiations has been reduced from \$150,000 to \$125,000, is less than the market price or the intrinsic value or fair consideration for the property. The request for such

reduction is however justified, on the ground of possible difference of opinion respecting values, and the expressed preference of the society to secure the property to continued charitable uses.

An option contract is on file in the office of the board, and a copy of it is hereto appended, designated Exhibit 2.

The land is in one tract, comprising over 1,800 acres, traversed by two streams, one spring brook or creek issuing from springs which are situate partly on the premises, and the other, the Cashauqua creek, rising about thirty miles above, and flowing through the land in question, in a deep gorge with a fall of 106 feet on the premises, dividing them into nearly equal parts. This gorge with creek is of immense advantage for the complete separation of the sexes in free colony life.

As shown by the report of Mr. Nelson Tubbs, an eminent hydraulic engineer, made to the Board, and dated December 24, 1892, the spring brook or creek is sufficient to supply over 200,000 gallons of water for domestic and fire purposes, at all seasons of the year, with a small outlay not to exceed \$25,000 for elevation and storage in dry weather; and the larger creek affords excellent facilities for drainage and disposal of sewage, and mechanical power for electric lighting and manufacturing purposes.

The original report of Mr. Tubbs is on file in the office of the Board, and a copy is hereto appended and designated Exhibit 3.

Reference is made to said report for other points and a general description of the property.

A report from Samuel A. Lattimore, LL.D., professor of chemistry in the University of Rochester, dated January 7, 1893, showing that the water of the spring is almost ideal for domestic purposes and fairly good for steam boilers; and that the waters of both the spring brook or creek and of the larger creek are also pure and wholesome for domestic purposes, with the certificate of the surveyor identifying the waters, is filed in the office of the Board, a copy whereof is hereto appended, and designated Exhibit 4.

The water power on the larger creek avoids the use of the water of either creek in steam boilers except for heating purposes.

A report from George J. Metzger, of Buffalo, a competent architect, showing general design and ground plans for new build-



ings and improvements to accommodate a population of 600, with future increase as indicated by the statute, is also filed in the office of the Board, and a copy thereof is hereto appended and designated Exhibit 5.

Reference thereto is hereby made as a part hereof, and is hereby approved and adopted.

This report has been made by the architect under the supervision and approval of Commissioner Letchworth of the committee, and Dr. Frederick Peterson, of New York city, who has on several occasions visited the site for inspection, and Albany and Buffalo for consultation, refusing all compensation for his time or services. Dr. Peterson is a specialist skilled in the treatment of epilepsy and nervous diseases, and acquainted with the Colony for Epileptics, at Bielefeld, Westphalia, who has lately been consulted in the establishment of an institution for epileptics in the State of Ohio. His advice and co-operation with the Board, from the beginning, have been of great benefit, and have been as freely accepted as given, inasmuch as Dr. Peterson would not suffer himself to be included in any list of possible candidates for the office of superintendent of the colony, or any position of emolument relating to it.

His written memorandum of his first inspection of the site, made at the request of the committee, with his conclusions, is in the form of a letter to the president of the Board, dated November 1, 1892, and on file in its office; and a copy of the same is hereto appended, designated Exhibit 6.

A highway passes through the land, and other highways skirt its borders.

The Western New York and Pennsylvania railroad also runs through the land, with switch as well as main track, and with its Sonyea station on the property. The New York and Erie railway is about one mile easterly of the said main line of the Western New York and Pennsylvania railroad; and the Delaware and Lackawanna railroad is about one mile easterly of the New York and Erie railway, measured from the Sonyea station. Thus there is one trunk line of railroad passing this property from Buffalo to New York city, and connecting with the towns

in southern New York and central New York; and a branch of the Erie railroad passing near; and another line of railway crossing this property, and connecting with the Lehigh Valley railroad, and also running directly to Buffalo and to Rochester, with their connections on the New York Central and Hudson River railroad and the West Shore railroad, and their branches with New York city, Poughkeepsie, Hudson, Newburgh, Kingston, Albany, and the cities and towns of northern, central and southern New York.

The soil is very fertile and easily tilled, inviting the light labors of invalid patients, for their own physical and mental benefit, as well as for their maintenance. It is of various qualities adapted respectively to grains, vegetables and fruits. Mr. Alexander, one of the elders of the United Society of Christian Believers, and a trustee of its property, states that in one year the society sold \$10,000 worth of crops from the land, besides those consumed thereon by the community. On file in the office of the board is a written memorandum of statements made by Mr. Alexander, whereof a copy is hereto appended, designated Exhibit 7.

This memorandum relates to the soil and crops considered in the foregoing, and to the stables and barns.

These stables and barns are of magnificent proportions, and are substantially built upon approved plans.

The other buildings are also on good foundations and are well built of good materials. They are of sufficient capacity, in the opinion of the committee and the board, to accommodate between 300 and 400 patients at the present time.

Reference is here made to the said Exhibits 3, 5 and 6.

The buildings which, as represented, cost about \$80,000, present two essential features, viz.: First. They are plain and economical, though substantial and attractive, and afford an assured basis for future expenditures in buildings and improvements with due regard to economy, of which many State institutions have not been duly regardful. Second. The buildings include a chapel or church, a school-house, a structure adapted to an infirmary or hospital for cases coming directly and constantly under medical treatment or care, a laundry, a dining-hall, and numerous cottages for dwellings, and shops for the teaching and profitable prosecution of trades,



with the complete and extensive barns and stables already alluded to; and all the said structures and improvements are on the said statutory plan, namely, that of a colony.

The healthfulness of the site and general sanitary conditions are attested by four affidavits, respectively of three physicians of high standing in the county, and a member of the society, which are filed in the office of the board, and of which copies are hereto appended, designated Exhibits S, A, B, C and D.

The only disadvantage of the situation is its distance from the center of population. But this is more apparent than real on account of the excellent railway accommodations already mentioned; and, in the judgment of the committee and board, is overruled by the foregoing considerations which make the site in all other respects not only relatively but absolutely good.

The Sonyea property in its entirety far surpasses any of the other proposed sites; and from the nature of the case it must be unrivalled in any part of the State, and except as to its relation to center of population fulfills ideal conditions.

### Recommendations and Conclusions.

From the foregoing considerations and on general principles, and in pursuance of the provisions of chapter 503 of the Laws of 1892, the State Board of Charities respectfully submits to the Legislature the following recommendations and conclusions:

#### I.

There should be established in Livingston county in this State a colony for epileptics, to be known as the Sonyea Colony.

#### II.

There should be excluded from the colony, at least in its beginnings and formative stages, all insane epileptics, for two reasons, viz.:

First. Their presence would throw a cloud over the brightness and joyousness that should prevail so far as possible; and would set limits to the free life of the colony; and would tend to restrict commitments and intrustments of non-insane patients.

Second. Proper buildings and accommodations for insane epileptics would cost more than due provision for the insane at the existing State hospitals; inasmuch as there buildings and appointments for administration are already provided; and any saving to the State at the said hospitals by transfers of patients from them to the colony would be more than offset by increased expenditure at the colony.

### III.

The objects should be to secure a community, for the humane, curative, scientific and economical treatment and care of epileptics, exclusive of insane epileptics; to fulfill which design there should be provided, among other things, a tract of fertile and productive land, in a healthful situation, with an abundant supply of wholesome water, sufficient means for drainage and disposal of sewage, and sanitary conditions; and there should be furnished, among other necessary structures, cottages for dormitory and domiciliary uses, buildings for an infirmary, a schoolhouse and a chapel, workshops for the proper teaching and productive prosecution of trades and industries; all of which structures should be substantial and attractive, but plain and moderate in cost, and arranged on the colony or village plan.

### IV.

There should be a board of nine managers of the Sonyea Colony, appointed by the Governor, by and with the advice and consent of the Senate. The full term of office of each appointed manager should be eight years, after the first appointments; and the term of office of one of such managers should expire annually. To effect such order of expiration of terms of managers, the first appointments should be made for the respective terms of eight, seven, six, five, four, three, two and one years. Appointments of successors, and of persons to fill vacancies occurring by death, resignation or failure in attendance at meetings, should be made without delay.

Failure of any manager to attend the whole of two consecutive stated meetings of the board, should, at its election, cause a vacancy in his office.



The qualifications of such managers should be as follows: Two of said managers should be well-educated physicians; one or two of the managers should be women; and all of said managers should be citizens of the State, and residents, respectively, as follows: One in each of the eight judicial districts of the State, with one additional manager for the city and county of New York; but no manager should reside in the town where said colony is located, or in Livingston county; the object of such restriction being to prevent local influence for local expenditures of State money, beyond general requirements or necessary uses.

The managers should receive no compensation for their services, but should be allowed their reasonable traveling and official expenses, when duly verified and approved by an auditing committee of the board, and duly presented to the treasurer of the colony for payment.

#### V.

The board of managers, within sixty days from their appointment, should submit to the Attorney-General, the land contract with option in the State, reported to the Legislature by the State Board of Charities at its session, and an official search and abstract of the title of the tract of land described in said contract, containing 1,800 acres, more or less, lately occupied and owned by the United Society of Christian Believers, situate in Groveland in Livingston county; and if such title shall be approved by the Attorney-General, and certified by him to be good and free from incumbrance, the board of managers should, within thirty days thereafter, accept a good and sufficient deed of conveyance of said tract of land, to the State, to be approved by the Attorney-General; and thereupon the Treasurer of the State, on the warrant of the Comptroller, should pay therefor, in manner to be provided, the consideration of \$125,000, with proportionate reduction for deficiency, if any, in the quantity of land, which is assumed in said contract, to be at least 1,800 acres for said purchase price.

Provided, that if such title shall not be approved, or such deed with a good title, free from incumbrance, cannot be secured, the board of managers should, so soon as practicable, report the facts to the Legislature.

## VI.

Upon securing the conveyance of said tract of land to the State, with the approval of the Attorney-General as aforesaid, the board of managers should immediately put the premises thus conveyed into proper condition for reception of patients; and should receive them gradually and as rapidly as practicable; and for such uses and purposes, should utilize the present buildings and improvements upon said premises, and adopt a general design including the same and the recommendations in this report, embracing Exhibit 5, and subsequently from the beginning to the end, make all buildings and improvements subserve such design and recommendations and true economy.

## VII.

The act establishing the colony should contain, among other things, provisions prescribing the duties and powers of the managers, and of the officers, including a medical superintendent and a treasurer, neither of which two officers should be a manager; regulating the designation, commitment, reception, discharge and support of public and private patients; apportioning State patients, and governing all the officers, assistants, inmates and inhabitants of the colony.

Such provisions are formulated in a bill which will be offered by the State Charities Aid Association, and approved by the State Board of Charities.

## VIII.

The act establishing the colony should appropriate the sum of \$150,000 or upward out of any moneys in the treasury not otherwise appropriated, and should provide that the Treasurer of the State shall, on the warrant of the Comptroller, pay to the treasurer of the board of managers of said colony such sums as may, from time to time, be required for the purchase of land, improvements and betterments, erection of buildings and furnishing the same, heating, lighting and ventilating the same, and putting the and buildings into proper condition for the reception of patients and beneficiaries, not to exceed \$125,000 for the purchase of the land as hereinbefore stated, and not to exceed \$25,000 for such



other purposes; provided that such purposes and all requirements upon which such payments may be made should be certified to the Comptroller by said board of managers in writing, specifying its items, the purposes for which the said sums are required, and should be verified by the affidavit of the superintendent and treasurer of the colony, and of the president and secretary and majority of the said board of managers; while other necessary sums for maintenance in the next fiscal year, and during the residue of the present fiscal year, and for water works and sewers, and for extensions to meet the immediate capacity of 600 patients, as required in the act under which this report is made, and future increase of population as therein also directed, should be provided in the appropriation and supply bills of this and succeeding sessions of the Legislature.

#### IX.

The direct effect of the establishment of the colony would be the relief of a numerous class of sufferers, of which there are over 500 in the alms-houses of the State, and as many thousands in its families of the relatively poor and indigent; to promote which benefits, New York should be quick to follow where Ohio has taken the lead and precedence in this work of humanity.

#### X.

The indirect results of proper provisions for the medical treatment and education of epileptics, and their employment in the profitable prosecution of trades and industries and agricultural labors in colony life would be to remove from the alms-houses duties which they cannot discharge; and to release poor and indigent families from their tendencies to become dependent upon charity, on account of their infirm members; and thus to promote a wise and true economy and public policy in the prevention of pauperism.

By direction of the board.

OSCAR CRAIG,

*President.*

Dated *January* 11, 1893.

## EXHIBIT 1.

PORT JERVIS, MONTICELLO AND NEW YORK R. R. Co., }  
PORT JERVIS, N. Y., *November 17, 1892.* }

Dear Sirs.—I am the general manager of the Port Jervis, Monticello and New York R. R. Co., and represent the site in Sullivan county proposed by Hon. W. P. Richardson, of Goshen, from whom I have this day received a telegram suggesting that I arrange to convey you to the site by special train. But I am free to acknowledge that the site will not answer your requirements or the needs of such colony for the reasons that its soil is unproductive and is situated on a rocky hillside.

I advise that you do not take the time personally to examine the site.

Yours truly,

BENJ. RYALL,

*General Manager.*

To Messrs. OSCAR CRAIG, AND PETER WALRATH,

*Commissioners.*

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## EXHIBIT 2.

For and in consideration of one dollar to us, Alexander L. Work and Hamilton DeGraw, trustees of the United Society of Christian Believers, in hand paid, the receipt whereof is hereby confessed and acknowledged, we, the said trustees, agree to sell and convey to the State of New York at the option of the State at any time between now and the 15th day of February, 1893, 1,800 acres of land be the same more or less, situate in the town of Groveland in the county of Livingston and State of New York, known as lands belonging to the "Shakers" so-called, described in three deeds, one from Hugh Boyle for himself and as guardian and the wife of said Boyle to Lucius Southwick, dated the 23d day of August, 1837, recorded in the Livingston county clerk's office on the 2d day of November, 1839, in liber 19 of deeds, at page 469, purporting to convey 120 acres of land.

One other deed from Justus Harwood to Lucius Southwick and Joseph Pelham, trustees of the United Society of the People,



commonly called Shakers, bearing date the 6th of October, 1841, recorded in the said clerk's office on the 19th day of October, 1841, in liber 24 of deeds, at page 395, purporting to convey 1,681 and 94-100 acres of land.

And one other deed from Justus Harwood to Lucius Southwick and Malachi Sanford, trustees of the United Society of the People, commonly called Shakers, bearing date the 21st day of January, 1846, and recorded in said clerk's office on the 18th day of June, 1846, in liber 30 of deeds, at page 441, purporting to convey 70 acres of land.

The title to be made perfect in the State and shown by official searches and abstracts to be free and clear of incumbrance.

Such sale and conveyance to be made at the price and for the consideration of one hundred and twenty-five thousand dollars (\$125,000), to be paid upon the delivery of the conveyance and when the title is made satisfactory to the proper officers representing the State.

The said lands are to be surveyed by the grantors before such conveyance, and if the quantity of land falls short of 1,800 acres, there shall be deducted from the purchase-price of said land sixty-nine dollars and forty-four cents for each and every acre which the said land falls short of 1,800 acres.

If there should not be time after the State shall exercise its option to take said lands, or give us notice thereof to make such survey and perfect the title and conveyance of said lands, it is understood that reasonable and sufficient time shall be given therefor, provided notice shall be given to us on or before the 15th day of February, 1893, and a proper contract shall be made and entered into by the State with us for such purchase.

In witness whereof we have hereunto set our hands and seals this 6th day of December, 1892.

ALEXANDER L. WORK,  
HAMILTON De GRAW,  
*Trustees.*

In presence of  
ISAAC ANSTATT, *Trustee*,  
JOSEPH HOLDEN, *Ministry*. } *Witnesses.*

For and in consideration of the further sum of one dollar, the receipt whereof is hereby confessed and acknowledged, we, Alexander L. Work and Hamilton De Graw, trustees of the United Society of Christian Believers, at Groveland, having due authority in the premises, do hereby extend the option heretofore given to the State of New York, a copy of which is hereto annexed and made part of this agreement, until the 1st day of September, 1893, hereby granting to the State the right to take the property on or before that day at the price of \$125,000, named in said option upon the condition that the crops then growing upon the premises shall be reserved, and if not taken by the State at a price agreed upon to be paid us in addition to said purchase price that we may remove the same from the premises at maturity.

Witness our hands and seals the 10th day of January, 1893.

ALEXANDER L. WORK,  
HAMILTON De GRAW,

*Trustees.*

ISAAC ANSTAT, *Trustee*, }  
ELDER JOSIAH BARKER. } *Witnesses.*

The articles of association or covenants of the members of the United Believers, commonly called Shakers, and the several declarations of trust under which the trustees, Alexander L. Work and Hamilton De Graw, hold title are in my possession, to be held by me for the purpose of passing title to the premises upon a sale pursuant to the within option.

ROCHESTER, N. Y., *January 10, 1893.*

E. A. NASH,  
*Acon, N. Y.*

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### EXHIBIT 3.

ROCHESTER, N. Y., *December 24, 1892.*

*To the Honorable the State Board of Charities:*

Gentlemen.—At the request of Hon. Oscar Craig, president of your board, I visited the Shaker property (so-called) at Sonyea, Livingston county, and spent the two days of Tuesday and Wednesday of December 20 and 21, of the present year in making



a rapid, but somewhat detailed reconnoissance, examination and study of said property with reference to procuring an abundant supply of pure water for domestic purposes, and also for fire protection, for an eventual population of 2,000 persons, to be there gathered and located in the manner contemplated by the plans of your board; which plans were quite fully detailed to me by Mr. Craig, at that interview.

### DESCRIPTION.

As you are aware, the property in question is situated about three and one-half miles southerly from the village of Mt. Morris. It is said to contain 1,872 acres of land, of which about 1,272 acres is cleared and 600 acres is woodland. About 500 acres is located in the broad valley of the Canaseraga creek; the balance is of a gently rolling character, rising at the highest points to an elevation of 200 feet above the valley of said creek.

The Cashaqua creek, which flows into the Canaseraga about a half mile easterly from the land in question, flows from the southward in a generally northerly course through this whole tract of land dividing it into two nearly equal portions. The stream has bluff banks and generally a rocky bed composed of shale.

The substratum of the elevated portion of the tract, is shale rock from which numerous springs appear, at very many locations, which springs are said to be mostly perennial, never becoming entirely dry at any time during the year of least rain, or in the driest portion of such a year. This I should also assume to be the fact from my observation of the geological formation.

There are two principal groups of buildings now located on the tract, popularly known as the East House and the West House. The East House location is about 800 feet southerly from the highway leading from Mt. Morris to Dansville, and is about sixty feet above the valley land to the northward. The West House location is about 1,500 feet southwesterly from the East House and about forty feet above it. Any additional buildings on the west side of the Cushaqua creek, which might be necessary to subserve your proposed enterprise, would naturally be erected on land adjacent to a line drawn between the East and West House locations.

Any buildings and constructions required for said purpose on the east side of the Cushaqua, would naturally be erected on a natural plateau southeasterly from the East House location at a point approximately 2,000 feet distant therefrom and at an elevation about nine feet above that of the West House location.

The highway running along the front of the West House, is the boundary line between the towns of Groveland and Mt. Morris, and is also the westerly boundary of the original Shaker tract, said original tract being situate in the former town. At a period subsequent to the original purchase, an additional parcel of land containing about seventy acres was purchased on the westerly side of said highway and wholly in the town of Mt. Morris, presumably, and as is stated, for the purpose of controlling and utilizing the waters of several copious springs on said parcel, situate in the immediate vicinity of the West House.

### Possibilities of a Water Supply.

Among other instructions received, I was advised, that, in the judgment of your board, it was deemed prudent to seek for a source of water supply which would be deemed ample for the domestic supply of a population of 2,000, and also which would furnish a liberal amount for fire service, delivered under such a head as would produce effective fire streams at any location where buildings are likely to be erected for any purpose. A provision of 100 gallons per head per day is now regarded as ample for all the uses of a village population, and which uses include sprinkling streets, roadways and lawns, and for fire protection, besides the usual domestic uses to which water is applied in modern village or town life.

### The Cashaqua Creek.

In making an examination for such a water supply, the attention of the most casual observer would be at once attracted to the Cashaqua creek, heretofore described as flowing northerly through said property and dividing it into two nearly equal portions. This stream rises, I am informed, in Allegany County, about thirty miles southerly from this property, and, hence, has an extensive water-



shed and a flow of water through the Shaker property, abundant at all times and seasons for a much larger population than 2,000, or any other number that is likely to be gathered at this location for any cause. The natural qualities of the water flowing in the stream would be regarded as admirably adapted for a supply for domestic uses, and I should not hesitate a moment in recommending its use in the case in question, were it not from the fact that, in its course, it flows through or near the settlements of Hunt's Hollow, Oakland and the villages of Nunda and Tuscarora, and is the natural receptacle of whatever sewage or surface water may flow from said centers of population. It is probably true, that by the use of modern mechanical filtration appliances the water could be made on all ordinary occasions perfectly acceptable and practically pure, yet in an unusual crisis, such as the prevalence of an epidemic of zymotic disease on the watershed, even the devices of mechanical filtration might not prove entirely effective in removing all the pathogenic germs from the flowing water.

I have therefore believed that a water-shed of less capacity, and not exposed to pollution by accretions of population would be most desirable for your purpose, providing one could be found on the tract, which would unquestionably meet the important condition of abundant quantity.

### Spring Brook.

On the seventy acres of land, heretofore described as located west of the town-line road and in the town of Mt. Morris, are many springs of pure water flowing from the shale rock substratum into the valley and stream of Spring Brook, which rises about two and one-half to three miles to the southwestward, and flows in two branches to the Shaker property, at which point the two valleys unite and the united streams then flow northerly along or adjacent to the town-line road, and thence to the Canaseraga creek. The most westerly branch of this stream flowing through a deep rocky gorge above its junction with the other branch and numerous springs flowing out of the shale rock, were seen and examined by me, on my visit there at the date heretofore named.

The course of this branch is also largely through woodland, and is thus thoroughly protected from human pollution.

The other, or more easterly branch, extends principally through cleared agricultural lands, in a gorge of considerable depth. From information received from residents, verified by a personal reconnaissance, the area of the water-shed of this stream is estimated at from two to three square miles. The large springs which have heretofore been used by the Shakers, for a domestic supply, are located near the West House, and discharge their surplus waters into this stream.

Adjacent to the town-line road, the valley of Spring Brook widens out into a natural basin of several acres, which again contracts in width near the point where the stream crosses the highway. This would furnish an excellent location for a storage reservoir, having a capacity of from 6,000,000 to 10,000,000 gallons, and would only require the construction of a dam about 200 feet in length across the valley near the highway bridge.

#### Quantity of Water which May be Collected on the Spring Brook Water-shed.

The water-shed of Spring Brook is not less than two square miles. In the locality in question, such a water-shed will produce, on an average, not less than 600,000 gallons per day, per square mile, or 1,200,000 gallons per day for the two square miles of this water-shed. Of course, this estimate is based upon the supposition that all the water could be stored.

The percentage of the whole rainfall, which may be collected in the streams, varies very largely with the several months. While in February and March, the collection ranges from 100 to 200 per cent of the rainfall, in September the average is about eight and one-half per cent. From the foregoing statement it will be apparent that the watershed in question will produce during some months a very large excess of water above the 200,000 gallons per day required in this case, and that there may be a deficit during some of the dry months of a dry season, or one of minimum rainfall, which deficit must be made good by sufficient reservoir storage.



Fortunately a rain gauge has been kept for a period of about ten years, by John E. White, on his premises within one mile of Spring Brook. Mr. White is one of the observers for the State meteorological station, and his reports are made to the State director of that station, at Cornell University.

I have carefully examined the records of rainfall thus kept by Mr. White, and have selected therefrom the minimum for the dry months of July, August, September and October, during the period of his observations. To these minimums, I have applied the percentages of rainfall collection, which may be rendered available for a water supply, and which percentages have been heretofore determined by me for an adjacent locality, after a long continued and elaborate gauging, the results of which have also been verified by other careful observers.

The results of this process indicate, that in a year of minimum rainfall, there will be a deficit in the amount of water furnished by this water-shed for the four dry months named, of 1,250,000 gallons of water, to maintain a constant daily supply of 200,000 gallons. This deficit would be made good by a storage reservoir with a capacity to the extent of the deficit, to wit, 1,250,000 gallons.

As it is desirable that a reservoir for such a purpose should have a greater depth than would be obtained by so small a storage as that above indicated, to prevent the growth of aquatic plants, and as a storage capacity of six to eight million gallons may be obtained at this location almost as cheaply as for the smaller quantity, I am prepared to make the following recommendations:

1. That the valley of Spring Brook be selected as the source of a water supply, assuring you that a supply abundant in quantity and desirable in quality may be obtained from this source.

2. That to utilize this water for your purpose to the best advantage, it will be necessary to construct an earth dam across Spring Brook valley, near the town-line road, with a masonry spill-way connected with said dam of about fifty feet in length. The depth of the reservoir at the dam to be about twelve feet, and the storage capacity about 7,000,000 gallons. Some deepening of the

reservoir basin at the upper end will be required, and the construction of a masonry drop at that point is recommended.

3. The construction of an engine and boiler-house adjacent to said reservoir, and the placing of a fifteen horse-power steam-pumping engine therein.

4. The erection of a steel water-tower on the summit of the hill in the apple orchard southerly from the West House, and at a distance of about 1,000 feet from the proposed location of the pumping engine. The top of this said water-tower to have an elevation of seventy-five feet above the summit on which it is to be placed and to have a capacity of at least 200,000 gallons. The top of the water-tower, when thus placed, is designed to be 105 feet above the West House location, 145 feet above the East House location and ninety-six feet above the plateau on the easterly side of the Cashaqua Creek, selected as a desirable point for the location of an east side colony.

5. The extension of a six-inch cast-iron force main between the pumping engine and the water tower, and a ten-inch gravity main from the water-tower past the West House to the East House, a distance of about 2,000 feet, and provision for a future extension of said last mentioned main to the east plateau.

6. The location of groups of fire plugs or hydrants at such points as are desired. The ten-inch gravity main, thus provided, will furnish six to seven fire streams at the West House or on the easterly plateau under a head of about 100 feet, or a like number of streams at and in the vicinity of the East House under a head of about 140 feet. These will be very effective fire streams, each discharging about 200 gallons of water per minute at the period of the day when the largest domestic uses occur.

The approximate cost of the plant complete, omitting the extension to the plateau on the easterly side of the Cashaqua Creek, is \$25,000.

The designated pumping machinery will elevate 200,000 gallons of water into the water-tower in eight hours. Prudence would dictate that it should be in duplicate, which duplication is included in the foregoing estimate of cost.



### Plan Recommended for Disposal of Sewage.

After a careful study of the question of the disposal of the sewage, in case this tract of land is selected by you for the purposes you have indicated, I am satisfied that not only are there no serious obstacles to a solution of the problem, but that nature has supplied all the elements to enable you to achieve a cheap, easy and perfect success.

I am of the opinion that the sewage-carrying system should be entirely separate from any surface, storm-water or subsoil drainage, which it may be deemed advisable to provide. These latter may be discharged into convenient ravines, adjacent to points where the surface water may be accumulated, while the sewage, either before or after special treatment, must be discharged into Cashaqua Creek north of the highway and railway.

On the valley portion of the Shaker tract, west of the Cashaqua Creek, there is a plateau containing several acres of land elevated from four to six feet above the flats to the northward. It is but a few hundred feet westerly from Cashaqua Creek, and about 1,500 feet northerly from the East House. It is about eight feet above the creek and between fifty and sixty feet below the level of East House, and 100 feet below the West House.

The situation, character and porosity of the soil admirably adapts it to the purposes of intermittent filtration of the sewage collected on the said tract on the west side of the Cashaqua Creek, and its proximity to the creek renders it convenient for the discharge of the purified effluent water.

The treatment of the sewage here recommended, consists in the discharge of the sewage over the surface of a specially prepared area of ground, at regular intervals, allowing a period of rest after each dosing of the area. In other words, if 100,000 gallons of sewage is discharged in one day upon one acre, it should be allowed a rest of three days before the same amount is again discharged upon it. This involves the necessity of preparing several small parcels which may be used intermittently.

The preparation of the filter grounds consists in properly grading the surface, providing necessary carrier drains and ditches, the proper underdraining the land, and providing effluent ditches or pipes discharging into the Cashaqua Creek.

I have thus detailed a simple, cheap and easy method for the treatment, purification and disposal of the sewage which may be collected from the colonies upon the west side of the creek, and in a similar way may the sewage be treated which may be collected from colonies which may be established on the east side of the creek.

The foregoing described method is, however, advised only as an ultimate eventually. I am of the opinion that no nuisance will ever be created or harm arise from the discharge of the raw sewage directly into Cashaqua Creek, which has, at all times, a large volume of flow, and there are no settlements or industries along its course, or that of the Canaseraga, into which it empties, which could be seriously injured or affected thereby. I do, however, deem it wise to be prepared for thus treating the sewage in case serious exception should be taken by the public, or the local or State Board of Health, to its discharge in a raw state into the creek. This preparation will only require that the outlet sewer, in its course of the creek, shall be carried along and adjacent to the treatment grounds I have described, and which course will not at all increase the present cost of said sewer.

The cost of collecting the sewage from the west side colonies and its discharge into Cashaqua Creek ought not to exceed \$2,000.

### Cashaqua Creek may be Utilized for Water Power.

The Cashaqua Creek, as heretofore stated, rises in Allegany County, and flows northerly a distance of at least thirty miles, and empties into the Canaseraga Creek about three miles from its junction with the Genesee River. It has an extensive watershed and a considerable volume of flow during the dryest part of each year. The fall in the bed of the stream through the Shaker property is 106 feet. For a major part of the distance the banks of the stream are bold and high, rendering the erection of several dams easy, cheap and practicable.

The flow of the stream is sufficient at all seasons to produce abundant power for electric lighting for any colonies which may be located on the tract, and for transmission by cable or electricity to any desired point for light power, for various mechanical and



manufacturing purposes. It may also be used for producing power to be directly employed on the stream itself for manufacturing at several locations.

### Summary.

a. Spring Brook will furnish, at all times, an abundant supply of pure water for domestic purposes, and for fire protection for any colonies of patients which may be located on the Shaker tract, to the number of 2,000 persons or more. That only a small amount of storage will be required during the dry months of a year of minimum rainfall. The estimated cost of a complete water-works plant for the west side of the Cashaqua Creek will not exceed \$25,000.

b. The natural advantages, etc., for the collection and disposal of the sewage for the west side of the creek could not be improved, and will call for a present expenditure for the west side of the creek of only about \$2,000.

c. The water power which may be developed from the flow of the water of Cashaqua Creek through the said tract, with a total fall of 106 feet, will prove of great value for electric lighting and manufacturing purposes.

d. The situation is such that no damages can accrue to other properties situate below this tract, by the diversion of the waters of Spring Brook for water-works purposes.

Information in relation to the relative elevations of the several locations were obtained from the notes of A. M. Baker & Son, civil engineers, of Mt. Morris, N. Y., which elevations were many of them verified by myself, by the aid of an Aneroid barometer. The distances stated are only approximations.

For detailed information in relation to the general plans of your board, as to the location of colonies, in case the tract should be selected for the purpose, I am indebted to Geo. J. Metzger, Esq., architect of Buffalo, N. Y., who kindly met me at Sonyea, for the purpose and for general consultation.

Respectfully submitted,

J. NELSON TUBBS,

*Memb. Am. S. C. E., Hydraulic Engineer.*

## EXHIBIT 4.

H. P. MILLS, *President.*H. E. BROWN, *Cashier.*

GENESEE RIVER NATIONAL BANK, }  
MOUNT MORRIS, N. Y., *January 4, 1893.* }

I hereby certify that I have this day sent you by American Express Co., one jug water marked "Spring," taken from the large spring at the West House; one jug water marked "Spring Creek," taken from the creek made from all the springs below the proposed reservoir; one jug water marked "Cashaqua Creek," taken from the large creek and above all the buildings. It will go down to you this afternoon.

Very respectfully.

A. M. BAKER,

*Surveyor.*To Prof. S. A. LATTIMORE, *Rochester, N. Y.*

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ROCHESTER, N. Y., *January 7, 1893.*HON. OSCAR CRAIG, *President State Board of Charities, Rochester N. Y.:*

Dear Sir.—On the 5, inst. I received by American Express from H. E. Brown, Esq., of Mt. Morris, N. Y., three jugs of water under seal of the Genesee River National Bank. The samples were marked as follows: "Spring," "Spring Creek," and "Cashaqua Creek." A letter from Mr. A. M. Baker, surveyor, informs me that the sample marked "Spring" was taken from the large spring at the West House; that the sample marked "Spring Creek" was taken from the creek made by all the springs below the proposed reservoir, and that the sample marked "Cashaqua Creek" was taken from the large creek and above all the buildings. All the samples were taken on the 4, inst.

In accordance with instructions received from you under date of 30, ult., I have made a chemical analyses of these waters



with a view to determine their sanitary quality and their suitability for domestic use. The figures given below express the number of grains of each substance contained in one gallon of water:

	Spring.	Spring Creek.	Cashaqua Creek.
Color .....	<b>Clear</b>	<b>Clear</b>	<b>Clear</b>
Odor .....	<b>None</b>	<b>None</b>	<b>None</b>
Total solid residue .....	15.16	43.45	62.11
Volatile at red heat ....	2.62	3.50	1.74
Fixed res. at red heat....	12.54	39.95	60.36
Sodium chloride .....	0.47	1.40	1.28
Free ammonia .....	0.0001	0.0001	0.0001
Albuminoid ammonia....	0.0001	0.0002	0.0002
Nitrites .....	None	None	None
Nitrates .....	Trace	None	None
Hardness .....	10.88	17.12	23.80

The analysis shows all these waters to be of a very high degree of purity as to organic matter. The large proportion of mineral substances held in solution by Spring Creek and Cashaqua Creek, chiefly calcium carbonate, renders these waters very hard and, therefore, unsuitable for use in the laundry, the lavatory or steam boiler. The water of the spring, although not strictly a soft water, nevertheless contains less mineral matter in solution than is usually found in the wells and springs of this part of the State. Its freedom from organic impurities is all that could be desired. Coming as it does from a deep source, of constant temperature, it would be but slightly, if at all, affected by the changes of the seasons as is the case with the water of lakes and rivers. The uniformity of quality which spring water maintains throughout the year is an element of great value in a sanitary point of view. In this respect I am confident you would find this source of water supply, in respect to its sanitary quality, all you could desire.

Very respectfully.

S. A. LATTIMORE.

## EXHIBIT 5.

BUFFALO, *January 7, 1893.**To the Honorable the State Board of Charities:*

Gentlemen.—Personal inspection and examination of the property of the Christian Believers or so-called “Shakers,” at Sonyea, in Livingston County, reveals the possibilities of an “ideal” colony for epileptic patients, particularly in regard to the arrangement of buildings and the groupings of same, and the natural advantages for future extension of the institution without deviating from the colony system.

In the adaptation of this property to such purpose, and for the accommodation of 600 patients, but few new buildings would be required.

The houses in the principal group, would, being in near connection with the barns and stock-houses, be the natural home for the men engaged in the care of the stock and farm work,<sup>1</sup> and would properly house about 250 patients.

It is suggested that a group of buildings be erected north of the peach orchard and immediately in front of same and west of the main group. This group to consist of five buildings, an administration building containing executive offices with accommodation for resident physician and nurses, and to be flanked on each side with an observation cottage for the examination and study of the new-comers, and these cottages should each be flanked with a hospital building for the accommodation of the sick and feeble-minded. This group should provide accommodation for fifty male and fifty female patients. Proper separation of the sexes may be obtained by placing the females on the westerly side. The main entrance to the grounds should then be placed at the intersection of the Mt. Morris and Nunda highways, and the driveway should wind with graceful and easy curves up to the administration building and thence to the several groups.

The most desirable site for a group for females, is on the elevated plateau about 2,000 feet south of the Mt. Morris and Dansville highway and east of the Cashaqua Creek. The steep and high banks of the creek create a natural and distinct separation



of the sexes, and obviate the necessity of artificial barriers. This group to consist of five cottages, with an aggregate accommodation of 130 patients. In these buildings large, airy and well-lighted rooms should be provided, for sewing, making of male and female apparel, millinery, and for the various occupations of women.

Northeasterly, and at a slight distance from the said women's group, is an excellent site for the school building, arranged for thirty children of each sex. This building to contain the several graded class-rooms, music-room, recitation-rooms, dormitories, sleeping-rooms, etc., and in fact shall also be the home of the pupils and teachers.

The most central and convenient location for the group to contain the kitchen, laundry and bakery is at a point east of the Cashagua Creek and north of the Mt. Morris and Dansville highway. The existing brick building on this site may be used in connection with this group. The kitchen and bakery buildings should contain accommodations for thirty female patients, who would be employed in these departments. In connection with the laundry there should be a cottage, which, in addition to the sitting-room, dormitories and sleeping-rooms, shall contain a well-lighted and cheerful room for assorting and mending of the clothes. The laundry and its detached cottage should provide accommodations for thirty female patients.

In the above plan, each new building and cottage should be provided with its own dining-room and a small kitchen for reheating some foods and for light cooking.

By the foregoing arrangement accommodations would be provided for 330 male patients, and 275 female patients, exclusive of administration department, nurses, etc.

The principal buildings at present on the premises are contained in two groups, and were commonly termed by the Shakers, "East House" and "West House" respectively.

The East House is situated about 800 feet southerly from the Mt. Morris and Dansville highway and about midway between Cashagua Creek and the westerly boundary line. This group consists of a main building fifty-one feet eight inches by ninety-

seven feet eight inches, and four stories in height; a kitchen building seventy-two feet three inches by eighty-seven feet three inches, and one story in height; a meeting-house forty-five feet four inches by sixty-five feet four inches, two stories high; a sewing-house, thirty-four feet five inches by fifty feet five inches, and two stories high; a laundry building thirty-four feet four inches by seventy-one feet ten inches, and two stories high; an office building twenty-six feet five inches by forty feet five inches (with wing), two stories high and with finished basement; a broom shop thirty-two feet three inches by fifty-four feet three inches, and two stories high; a schoolhouse eighteen feet four inches by twenty-four feet four inches, one story high; a joinery twenty feet four inches by thirty-five feet, and two stories high; also a fruit-house, very large barn with silo, hennery, tool-house, old ice-house, and three store-houses. Adjacent to the above buildings, and east of the same, are the farmhouse, with barn and wagon-shed; and on the west, the roothouse.

The West House is located about 1,500 feet southwesterly from the East House, and contains the following buildings: A main building thirty-six feet five inches by twenty-five feet two inches, and three stories high, with wing forty-nine feet one inch by twenty-two feet one inch and two stories high, and with full finished basement; an office building sixteen feet three inches by twenty-eight feet two inches, and one and one-half story high; a laundry building forty feet four inches by thirty feet five inches, and two stories high, with wing twenty-two feet three inches high by thirty feet, and one story high; a sewing-house and wood-house fifty feet seven inches by thirty feet six inches, and two stories high; a broom shop sixty-six feet five inches by thirty feet five inches, and two stories high; also dry-house, large horse and storage barn, stock barns and stock sheds.

The main building and kitchen building of East House are constructed of brick, and all other buildings above mentioned are wooden. The three store-houses and the old ice-house are dilapidated and worthless and should be removed. All other buildings are in good order and preservation on the interior, but have been somewhat neglected on the exterior and require immediate painting and some repairs.



At the East House the assembly-room, on the ground floor of main building, should be retained for such purpose, and as a library and reading-room, and may also be used temporarily for church services; the remaining portions of the building are now suitably arranged with sitting-room, dormitories and sleeping-rooms. The kitchen building should also be retained for the purposes heretofore used and should serve as general dining-room and kitchen for this entire group, but the partition on the north side of kitchen should be removed in order to gain light and more thorough ventilation and circulation of air. The first story of meeting-house should be fitted up as a gymnasium, and the rooms in the intermediate story would constitute the necessary dressing-rooms; and the rooms in second story could be utilized as sitting-room and dormitories. The laundry building should be converted into a dwelling, by placing wood floors in the first story and by the erection of plastered partitions necessary for proper arrangement of sitting-rooms, dormitories and sleeping-rooms. The laundry machinery should be removed to the proposed new laundry group, and the feed-mill should be placed in connection with the power at the saw-mill. The joinery should be converted to the uses of saddlery, shoe-shop and tailor shop. The broom-shop should be fitted with partitions and floors necessary to constitute a dwelling. The school-house should be maintained as such. The office of the building is now properly arranged as a dwelling.

At the West House, the arrangement of the main building would not require any change. Plastering and a few partitions would be necessary in the laundry building and broom-shop to convert them into dwellings. The sewing-house and wood-house would form a good dwelling by the construction of a floor for first story, and with necessary plastering and partitions.

The office building should be used as a school-house or for tailor shop, shoe-shop, etc.

No other material changes would be required in these groups, excepting necessary repairs, and the introduction of lavatories, water-closets, baths and shower baths.

One general steam-heating apparatus, placed in the kitchen building of the East House, would serve to heat the said building,

the main building and the present meeting-house, sewing-house and laundry building. A steam furnace placed beneath the present broom-shop of said group would heat the said building and the adjoining schoolhouse. The office building and farmhouse of said group should be provided with small steam furnaces. At the West House, one general steam apparatus should be placed in the dry-house to heat all the buildings of this respective group.

Ventilation in these groups is designed to be obtained by the natural means of fire-places, flues and windows, as in ordinary dwellings, and no especial nor mechanical system is therefore suggested; furthermore, it is designed that all day-rooms or sitting-rooms be located on the ground floors, allowing thereby a thorough airing throughout the night by the opening of windows, and that the dormitories and sleeping-rooms be in the upper stories, permitting the same manner of ventilation throughout the day.

The existing large mill, situated on the banks of the Cashaqua Creek, will, in addition to the existing blacksmith shop, afford sufficient facilities for the male patients to engage in carpentry, blacksmithing, furniture making, wagon making, milling, etc.

An isolated incandescent electric-light plant should be installed to thoroughly light the buildings and the connecting roadways. The engine and dynamos should be placed in the power-house at the mill. The possibilities of accident by the use of lamps, candles, or gas-machines, and the safety of the patients afflicted with this peculiar malady, make it imperative to adopt electricity for lighting.

From reliable authority I learn that the Cashaqua Creek would provide ample water at all times of the year to furnish all power required for dynamos and machinery, if a substantial dam were constructed at a point about 900 feet south of the Mt. Morris and Dansville highway, there being a most liberal fall for the operation of turbines.

I would most respectfully suggest that all proposed buildings be of plain and unostentatious design, constructed of brick with stone foundations and slate roofs. The administration building only should be permitted to exceed two stories in height, and said build-



ing should not exceed three stories. Each building should be provided with cellar beneath the entire building.

Although fire-proof construction is preferred and has manifold advantages, its excessive cost makes it inadvisable. The dangers of fire are decreased to a minimum by brick walls, steam-heating and electric-lighting.

On all buildings exceeding two stories in height substantial balconied fire-escapes should be provided, with ladders extending to the roofs.

The several buildings of each group should be connected with each other by means of covered passageways.

It is claimed that the bricks of the main building of East House were made with material taken from this property; if such is the fact, the exposure of more than thirty-four years has proven the clay to be of the best for the purpose, and it is suggested that improved kilns and machinery be erected on the property, and that all bricks required for future buildings be made by the patients. Building stone is also found on the premises, and could be quarried by the patients. A very great saving would thus result to the State, as both these materials enter largely into the construction of the buildings.

Should the State acquire this property, it would be necessary to do the following work before it could be occupied by the patients, to wit: To make the slight changes and the repairs in the East House and West House groups as are hereinbefore mentioned, to construct the systems of water supply and sewage to serve the said groups, to install the heating apparatuses and electric lighting in the several buildings, and to equip the main building of East House with fire-escapes. It is estimated that such work will cost about \$50,000.

The question of water supply and disposal of sewage is dwelt upon in the most able and expert manner, by J. Nelson Tubbs, Esq., (Hydraulic Engineer and Member A. S. C. E.) in his detailed report on the subject.

Elevations, boundary lines, etc., of the property were kindly furnished me by Messrs. A. M. Baker & Son, civil engineers, of Mt. Morris, N. Y.

For valuable information relative to the care and particular wants required for epileptic patients, I am especially indebted to Dr. Frederick Peterson, of New York city, specialist and authority on nervous diseases.

The map herewith accompanying, shows the several buildings on the property, also the waterways and railways; and on same we have indicated the location of the several suggested groups, the detailed plans of which are now in course of completion. Pictorial representations of various buildings on the site are also herewith submitted.

The said pictorial representations of the principal buildings, and the said map of the Sonyea property, are altogether appended, under the designation of Exhibit 9.

Respectfully submitted.

GEO. J. METZGER,  
*Architect.*

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#### EXHIBIT 6.

NEW YORK, *November 1, 1892.*

HON. OSCAR CRAIG, *President State Board of Charities:*

Dear Sir.—On October 21, I visited the property of the Shaker community, near Mt. Morris, N. Y., which has been offered to you as a site for the State Epileptic Colony. There are about 1,800 acres of land, perfectly adapted to all the needs of the proposed colony, especially in the line of small fruit growing and the raising of garden produce. But any sort of crop may be raised upon the land. There is an adequate water supply for any number of buildings that may ultimately be constructed. There would be no difficulty in the way of disposal of sewage.

There are already some twenty-five buildings upon the land in the way of living houses, shops and stables, all in excellent condition, and which I estimated could accommodate some 270 patients without much change. These buildings are mostly contained in two groups which I will briefly describe.



First. Group (a.) A four-story brick building very well built and easily accommodating 120 people — merely requires furniture, steam heating and fire-escapes to make it ready for occupancy.

(b.) A building used as a church with rooms easily accommodating twenty-four people, and a large assembly-room below, which might be made a gymnasium or school.

(c.) Near this a fine cottage with rooms for sixteen persons.

(d.) A laundry well equipped for washing, drying and ironing and mending, and with a seed-room and bed-rooms for five people.

(e.) A drying-house for corn, fruits, etc.

(f.) A carpenter shop for two or three workmen who could sleep in bed-rooms above.

(g.) A large broom-shop with bed-room accommodation for three persons.

(h.) A schoolhouse for twenty pupils.

(i.) A large barn for cattle (thirty-six head) magnificently built.

(j.) A seed barn for the storage of garden seeds and vegetables.

(k.) Chicken yard and house.

(l.) Farmer's house with accommodation for six people.

(m.) Cottage, now used as office, accommodating easily ten to twelve people.

(n.) A central dining-room, kitchen, dairy and baker shop of brick, one story high, capable of supplying the needs of this cluster of buildings.

Second group about a half mile west. The houses in this group are all of wood and well built.

(a.) Main house, four-story, with kitchen and dining-room and sleeping accommodation for thirty-three people.

(b.) A cottage for five people.

(c.) Ice-house.

(d.) Another large house with room for sixteen persons.

(e.) A building with bedroom for three persons.

(f.) A workshop with large rooms for seven varieties of indoor employments, and large vegetable cellars in the basement.

(g.) An enormous stable and storage-house.

These are the main groups of houses; but besides these there are a cottage near the woods with room for five or six persons

and these scattered cottages with accommodations for sixteen persons together.

The land is pleasantly diversified. The landscape is beautiful. There are several hundred acres of woodland which could be converted into a park. There are orchards and some fine groups of trees on the place.

An especially valuable feature is that all of the present buildings can be used for male patients and are upon one side of the gorge and creek, running through the property. By placing the buildings for females upon the large tracts of land across this creek there will be a natural barrier between the two sexes.

Taken altogether this is a spot perfectly adapted to the purpose. We might search the whole country and fail to find a site so fitting. It is an ideal place for a colony.

While it would be my own preference to have the new institution situated in the southeastern portion of the State nearer the center of the State population, and in a part where it is warmer so that the patients might work out of doors most of the year; still when one is offered such a site as this, a colony already in fact established with a growth and cultivation of twenty years ready for the new occupants, I think under these circumstances it would be justifiable to go even as far north and west as the Genesee Valley. There is a railway station on the place. There are three railways near at hand. The colony is on two great trunk lines running from New York to Buffalo (D. and L. R. R. and Erie), and upon one line running north and south, so that it is quite accessible.

Very truly yours.

FREDERICK PETERSON.

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#### EXHIBIT 7.

#### Deacon Alexander's Statement Respecting the Products of Sonyea Farm.

The average yield of wheat from 125 acres last year was twenty-five bushels an acre. The wheat crop in the Genesee Valley and some other parts of western New York was not as large last year



as usual. Some years as many as forty bushels of wheat to the acre have been raised on the Sonyea farm.

The average yield of oats last year was sixty bushels an acre. Some years the average has been as high as seventy bushels an acre.

Eight acres of peas and oats yielded forty bushels an acre.

Thirty-three acres of Indian corn yielded 100 bushels an acre.

Twenty-nine acres of sweet corn yielded seven barrels an acre of dried corn, a barrel containing 150 pounds (value ten cents a pound).

Ensilage corn yielded twenty-five tons an acre.

Thirty acres of beans yielded twenty bushels an acre.

Twelve acres of potatoes yielded from 150 to 300 bushels an acre.

An acre of beets yielded twenty tons; the carrots and turnips yielded in the same proportion.

The crop of onions yielded from 500 to 700 bushels an acre.

The average yield of cabbage was from 8,000 to 9,000 heads an acre. Many heads were as large as a bushel basket.

Some of the soil of Sonyea is particularly adapted to the raising of celery, but we have usually grown only enough for the consumption of our community.

All kinds of garden products do remarkably well, and the yield is large.

From a garden patch we raised last year a very fine crop of melons, from which we sold \$200 worth besides what we used in the community.

Tomatoes yielded exceptionally large crops.

Two hundred acres yielded from one and a half to two and a half tons of hay an acre, according to the length of time the ground had been seeded. At the same time the farm was pasturing 100 head of cattle, mostly cows; also 300 head of sheep and 27 head of horses and colts.

In orchards about the East and West House groups of buildings there are 1,039 apple trees, of the varieties known as Baldwins, greenings, northern spies, russets, several varieties of sweet apples, etc.; 148 cherry trees of desirable kinds, 149 pear trees of different

varieties, 511 peach trees of the best varieties, 100 plum trees, and 15 apricot trees. Grape vines of eight different varieties cover 536 feet of trellis. Berries of all kinds do remarkably well. There are 200 currant bushes. The red raspberry bed measures 140 x 12 feet; the black raspberry bed, 312 x 126 feet, and the strawberry bed, 320 x 42 feet. The apple crop last year was not large, but we sold \$500 worth after reserving what was desired for our own use.

### Capacity of Barns.

The capacity of the cow and grain barn at the West House is 75 tons of fodder. This barn cost us \$10,000.

The capacity of the horse barn is fifty tons.

What we call the outer farm barn has a capacity of 25 tons.

The capacity of the grain barn at the East House is 150 tons. The capacity of the horse barn is 50 tons, and that of the cow barn 100 tons. Another barn in the East House group has a capacity for 60 tons.

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### EXHIBIT 8A.

STATE OF NEW YORK, }  
*County of Schuyler,* } ss.:

Elisha D. Leffingwell, M. D., being duly sworn, says: That he resides at Watkins, N. Y., and is the president and managing physician of the Glen Springs Sanatorium of Watkins, N. Y. That he was formerly the president and managing physician of the Sanatorium at Dansville, N. Y., and was for eight years, from 1879 until 1887, connected with said Sanatorium at Dansville, N. Y. That he spent several years thereafter in investigating the advantages of different localities, with a view to locating and establishing a Sanatorium. The greater part of 1890 and '91 was spent in the vicinity of Mt. Morris, expecting to establish a Sanatorium on the Murray Hill property. That before reaching that conclusion he thoroughly investigated the whole locality in and about Mt. Morris as regards malaria, fevers and pulmonary troubles, by consulting with old resident physicians and others



in that vicinity, and came to the conclusion that the region was one of remarkable general healthfulness. He should have erected Sanatorium on Murray Hill instead of at Watkins, if the Murray Hill property could have been purchased on reasonable terms.

ELISHA D. LEFFINGWELL.

Subscribed and sworn to before me, }  
this 29th day of November, 1892. }

[L. S.]

WM. E. LEFFINGWELL,  
*Notary Public.*

### EXHIBIT 8B.

STATE OF NEW YORK, }  
County of Livingston, } ss.:

Frank B. Dodge, being duly sworn, says: That he resides at Mt. Morris, New York, and for upwards of eleven years has been a regular practicing physician in the said town of Mount Morris and vicinity, and for upwards of ten years has been the family doctor for the Shaker Community, the home of which community is a short distance south of the village of Mount Morris. That during all this time there has been no case of fever, typhoid or malarial, no diphtheria, and no lung trouble or consumption in such community. That the occasions of deponent's calls to such community have usually been slight stomach difficulties, surgical operations or dressing of wounds, or treatment for general weakness accompanying old age, usually extreme old age. That the water supply on the premises owned by said community is to deponent's knowledge good and healthful.

That during deponent's practice during the years aforesaid, he has had a general practice extending through the village and into all portions of the town of Mt. Morris and vicinity, and that during these years he has been and still is familiar with the general sanitary conditions and health of the said village, town and vicinity and deponent unhesitatingly pronounces the same remarkably and, in fact, exceptionally good. That years ago, some malarial troubles were experienced in the village of Mt. Morris, arising, as deponent is informed and verily believes, from

impure, surface-water wells and from stagnant canal waters, but that the said difficulties were entirely removed by the introduction of a water-works system and the removal of the waters from the old canal basin.

That but very few cases of diphtheria have occurred during these years in said town, and that those cases were imported. That but very few cases of typhoid fever have occurred in said town and vicinity, and that at least ninety-five per cent of such cases were imported. That the said town and vicinity have been and are exceptionally free from fever, diphtheria and chronic lung trouble.

FRANK B. DODGE.

Subscribed and sworn to before me, {  
this 18th day of November, 1892. }

[L. s.]

JNO. F. CONNOR,

*Notary Public.*

### EXHIBIT 8C.

STATE OF NEW YORK, }  
County of Livingston, } ss.:

J. Morey Hagey, being duly sworn, says: That he resides at Mt. Morris, N. Y., and for upwards of twelve years has been a regular practicing physician at said place, and has had during that time a general practice in and about Mt. Morris, and is familiar with the locality of the Shaker Community at Sonyea. That the general healthfulness of the town of Mt. Morris and the Sonyea locality is remarkably good. That the said locality is free from malarial and pulmonary troubles, typhoid and fevers of all kinds. That the water on the Shaker Community property is good and wholesome, and the natural drainage exceptionally good.

J. M. HAGEY.

Subscribed and sworn to before me, {  
this 2d day of December, 1892. }

[L. s.]

JNO. F. CONNOR,

*Notary Public.*



EXHIBIT 8D.

STATE OF NEW YORK, }  
*County of Livingston,* } ss.:

Alexander Work, being duly sworn, says that he is a member of the Community of the Christian Society of Believers, at Sonyea, Livingston county, New York, and has resided at said place as a member of such community for upwards of forty-one years, and for seven years last past has served as trustee for such community. That during the past twenty-five years the aforesaid community has consisted of about 100 members as an average for each year, that the following are the names and respective ages of all the members of the said community who have died during the last twenty-five years:

	Year.
Edward Jennings .....	80
Charlotte Fritzone .....	76
Malachi Sanford .....	67
John Byers .....	77
Mary Jennings .....	74
Dinah Truair .....	85
John Lockwood .....	82
Elizabeth Van Valkenburg .....	72
Ann Lawson .....	70
Susannah Greening .....	80
William Carter .....	65
John Leonard .....	63
Robert Nelson .....	71
Peter Long .....	69
Richard Quimby .....	77
Ann Work .....	87
Emory Brooks .....	84
Clark Coburn .....	55
Maria Dutcher .....	56
Orpha De Groat .....	83
Margaret Crary .....	80
Peter Casprit .....	86

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That about thirty-five years ago a young lady died at said community of consumption, having come to the community subject to such disease, and that since such death no young person has died at the community and, in fact, no person other than as stated above.

That during all this period there has been no case of malaria, typhoid or other fever and no pulmonary trouble.

Deponent further says that the aforesaid community consists of branches located, two in the State of Maine, two in Kentucky, two in New Hampshire, two in Connecticut, three in Ohio, and two, aside from the community at Sonyea, in the State of New York, and that during the past twenty-five years the location at Sonyea has been considered the most healthful and has been most free from sickness of any of the locations of the several branches of the society as mentioned above.

That deponent considers the general healthfulness of the Sonyea location as remarkably good and the water supply pure and healthful.

Deponent further says that the occasion and reason for the sale of the property at Sonyea is solely due to the fact that the number in the community has become somewhat depleted by deaths from old age and withdrawals, and the desire to return to the parent branch at Watervliet, where the parent society is possessed of more land and property than can be successfully operated by the present membership of such parent society.

A. L. WORK.

Subscribed and sworn to before me, {  
this 30th day of November, 1892. }

[L. S.]

JNO. F. CONNOR,

*Notary Public.*





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EXHIBIT 9.

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PICTORIAL REPRESENTATIONS  
OF THE  
PRINCIPAL BUILDINGS AND MAP  
OF THE  
SONYEA PROPERTY.

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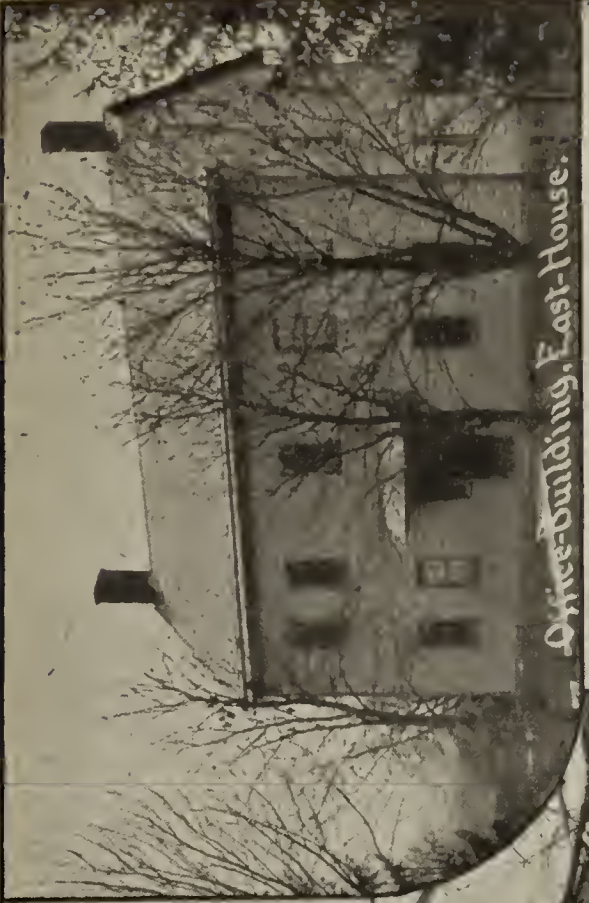








Laundry-Building, West-House.



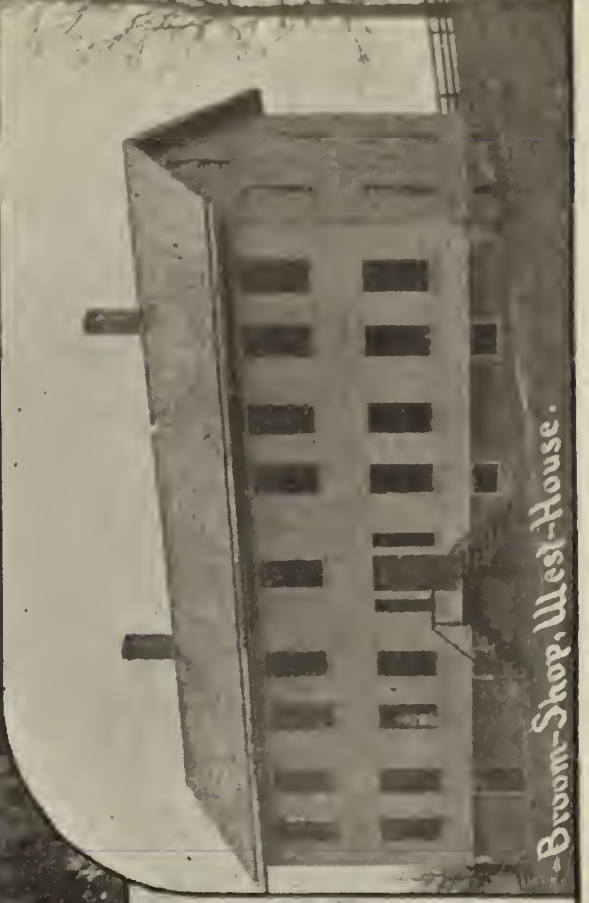
Office-Building, East-House.



Main Building, West-House.



Sewing-House, West-House.



Broom-Shop, West-House.







Main Barn, West House.



Main Barn, East House.



One of the dwellings,  
east of the barns.



Farmer's House.



Horse Barn, East House.



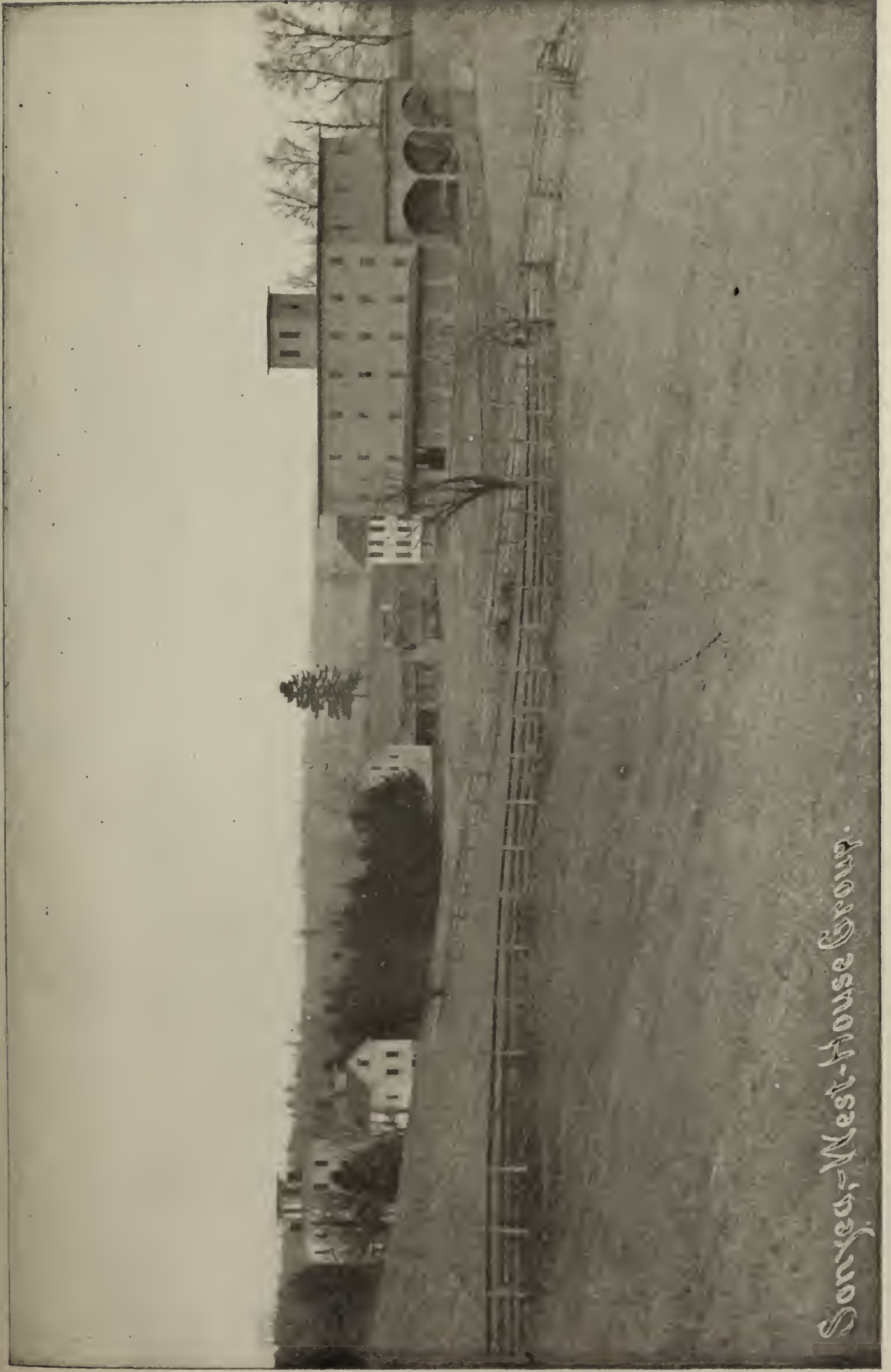




Sonyea, East House Group.





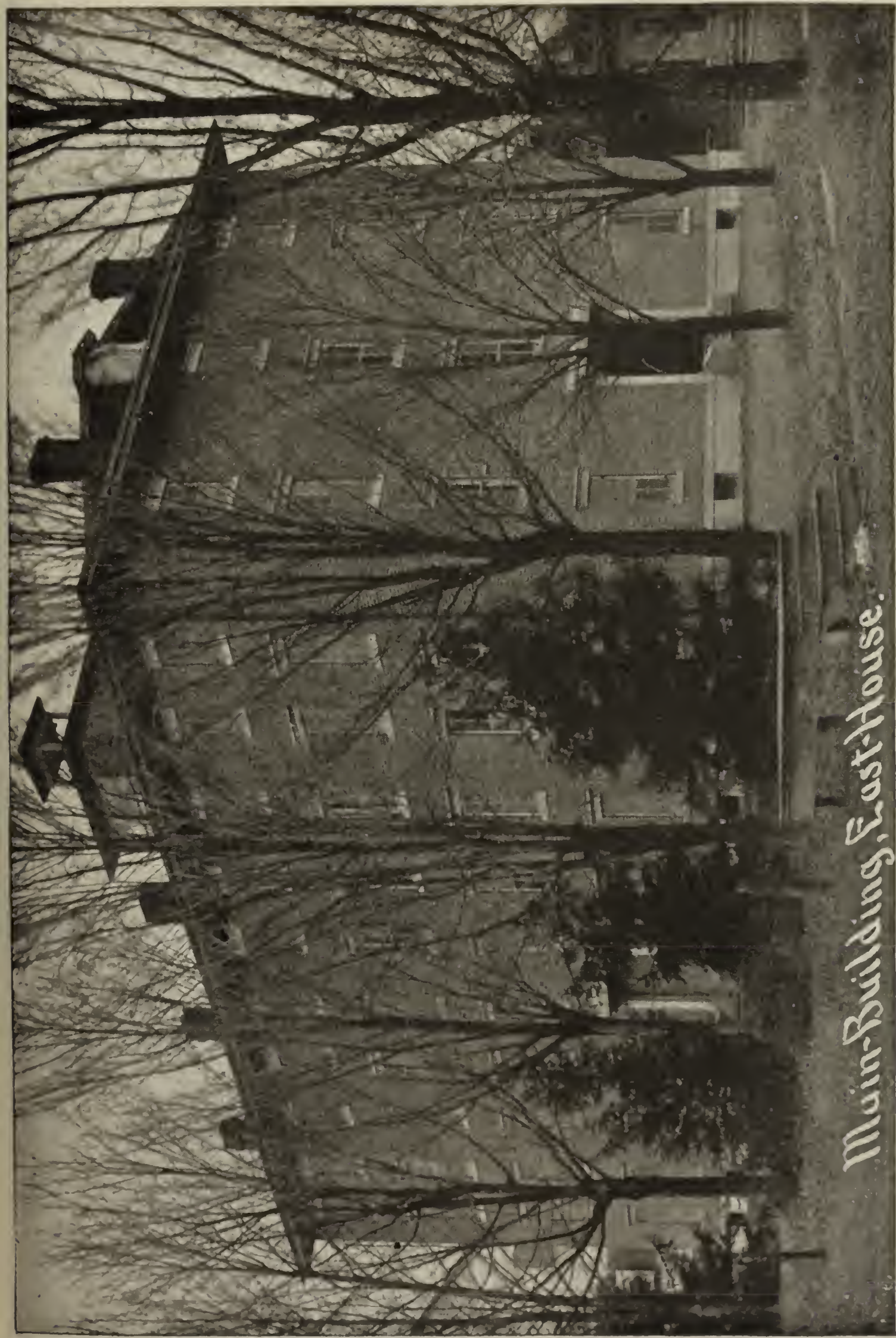


*Sonoma, West-House Group.*





*Main-Building, East-House.*









Broom-Shop, East-House.



Fruit House of Seining-House, East-House.



Laundry Building, East-House.



Meeting-House, East-House.



Kitchen-Building, East-House.





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PAPER

ON

STATE BOARDS OF CHARITIES.

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By WM. P. LETCHWORTH,

Chairman of the Committee on State Boards of Charities  
of the Nineteenth National Conference of  
Charities and Correction.

Read at the Nineteenth National Conference of Charities and Correction, held  
at Denver, Colorado, June 23-29, 1892.





## STATE BOARDS OF CHARITIES.

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Some thirty years ago, on a cold, raw day, a sad-faced woman left the door of the Albany City Almshouse. As she directed her steps toward the city, and drew her fluttering garments more closely about her, she thought that the piercing winds from the Helderberg mountains were not more chilling than the administration of public charity. This woman was not a pauper, but was of a good family and possessed of some means with which she freely aided others. For years her energies had been specially directed to saving and comforting the sinful and sorrowing that had drifted into the forlorn places of this world. In pursuing her benevolent work she visited the Albany almshouse, and was shocked at the state of things she found there. It was the old story,—utter indifference to sanitary laws, promiscuous association of the young and old of both sexes, disregard of the rules of common decency, brutal treatment, dirt, cold, foul air, putrid meat, insufficient clothing, etc. Miss Elizabeth Knapp (for that was the visitor's name) remonstrated earnestly with the keeper against these abuses. He responded by shutting the door in her face and forbidding her ever to enter the place again. She appealed for aid to her friend, Miss Anna Parker, an accomplished young lady and a favorite of Albany society. Miss Parker carried the complaint to a leading magistrate of the city, and implored his interposition. To her astonishment and chagrin, instead of taking some considerate action in the matter, he rebuked her for interfering with county officials and for listening to telltale busybodies. He directly intimated that a young lady of wealth, occupying a high social position, could better employ her time than by meddling with the administration of public relief to paupers. In spite of every discouragement, Miss Knapp continued firm in her determination to protect the poor creatures at the almshouse; and, as she could gain admission there in no other way, she formed the heroic resolution of entering the place as a pauper, which she soon did



under commitment obtained on her own application. A sharp controversy followed. Miss Knapp was upheld by Miss Parker, who enlisted other friends in the cause; and a reformation was soon begun at the county-house, which was followed, at the next election, by the choice of officials favorable to reform.

Among the gentlemen who had taken part in this struggle was the Hon. John V. L. Pruyn, a prominent lawyer of Albany, who was convinced by this circumstance of the necessity of a system of State supervision over public charities, and at once set about making a framework of law for this object. This was before any State Board of Charities was established in this country. The time had not come, however, for the acceptance of so novel a proposition. It was not until 1866 that an accident occurred which ripened public sentiment and opened the way for favorable legislation. At a late hour of the night, in the year named, there was taken to the door of one of the great hospitals in New York City a poor man whose critical condition required immediate hospital aid. The hour for admission of patients had passed; and he could not be received without an order from one of the governors of the institution, which could not then be obtained. In consequence, the man died in great suffering and under sorrowful circumstances. Mr. Pruyn, who was acquainted with some of the hospital managers, petitioned the board of management for a change of rules; but red-tapeism and official importance were impregnable, and the petition was treated with contempt. Mr. Pruyn then laid his proposition for a State Supervising Board before Governor Fenton, who indorsed it and recommended it in his annual message to the Legislature in 1867. It was taken up by the Chairman of the Committee on State Charitable Institutions, Dr. Charles S. Hoyt, who introduced a bill for the organization of a State Board of Charities, as recommended by Governor Fenton, which became a law during that session. Mr. Pruyn, whose zeal and philanthropy contributed in so large a measure to the establishment of this supervising agency in New York State, at the urgent request of the Governor, consented to act as President of the Board. He occupied the position upwards of ten years, and was its President at the time of his death in 1877.

I have dwelt at some length on these incidents, as showing the causes that led to the foundation of a State Board of Charities in New York. I doubt not similar incidents have had something to do with the establishment of Boards in other States.

Massachusetts.—As has been seen, the effort put forth in New York to establish a State supervising agency over its charities was slow in reaching practical results; and to Massachusetts belongs the honor of having established the first State Board of Charities in the United States. Upon the recommendation of Governor Andrew, who himself took part in framing a bill for the purpose, legislative action was taken whereby a Board was organized in that State in 1863,\* with authority to investigate and supervise the whole system of the public charitable and correctional institutions of the Commonwealth, and to recommend such changes and additional provisions as it might deem necessary for their economical and efficient administration. At the request of the Governor, Mr. Frank B. Sanborn, whose name for the last quarter of a century has been prominently identified with social science movements, was made Secretary of the Board.

There had existed in Massachusetts prior to 1863 a Board of Alien Commissioners, which, when the State Board of Charities was organized, was merged therein. In New York there was a Board of Commissioners of Emigration, but neither of these organizations was vested with the general powers of State Boards of Charities. The Massachusetts Board originally consisted of seven commissioners, two of whom, the Secretary and the General Agent, were salaried officers. As is usually the case with charity boards, the members were allowed traveling and incidental expenses. In 1879 the "Board of State Charities," upon its own request, was reorganized, its jurisdiction extended, and its membership increased to nine commissioners. A woman commissioner was appointed in 1880. Since 1886 two of the members have been women. At the time of the reorganization of the Board in 1879 the State Board of Health was abolished and merged in the Charity Board, to which was given the name of the State Board of

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\* Organizing Act, Statutes of 1863, chapter 240; Visiting Agency, Statutes of 1869, chapter 453; 1870, 359; Reorganization, Statutes of 1879, chapter 291; Lunacy and Charity, Statutes of 1886, chapter 101; Infants, Statutes of 1892, chapter 318.



Health, Lunacy, and Charity. In 1886 the State Board of Health, which had, previous to its abolishment, proved its great usefulness, was restored as an independent organization; and the name of the Board of Health, Lunacy, and Charity was changed to the Board of Lunacy and Charity.

The existing commission has general supervision over the State lunatic hospitals, the State Almshouse, the State Farm, the State Primary School, the Lyman School for Boys, and the State Industrial School for Girls, and is required to visit all these institutions regularly, and also all places supporting State paupers, and all public and private receptacles for the insane. The Board is also authorized to act as commissioners of lunacy, with power to investigate the question of the insanity of any person committed to any hospital or asylum, public or private, by reason of alleged insanity, at any place within the Commonwealth, and to discharge any person so committed or restrained if, in its opinion, such person is not insane, or can be cared for after such discharge without danger to others and with benefit to himself. The following salaried officers are employed: An Inspector of Institutions, a Superintendent of Outdoor Poor, and a Superintendent of Indoor Poor, each at the head of a distinct department, with clerical force in each. There is also a Clerk and Auditor of the Board. The Board has also large number of regularly appointed local visitors distributed throughout the State, who serve it in the way of seeking homes for dependent children and in exercising a watchful supervision over them afterwards.

The Board has from its beginning given special attention to the care and training of the several classes of children that come under its supervision; namely, destitute infants, neglected and dependent children, and juvenile offenders. The three State schools—namely, the primary school and the two reform schools for boys and girls respectively—still receive and temporarily care for a certain proportion of the children coming under the care of the State; but by far the greater number of these children are boarded or placed in families, all being under the direct oversight of the Board's paid visitors or voluntary visitors appointed by

the Board. Laws have been enacted providing for the presence of officers of the Board at all trials of juvenile offenders, and forbidding the commitment of children to jails or houses of correction. The present Legislature has just passed an act placing the licensing of boarding places for infants in the hands of the State Board.

Ohio.—The “Board of State Charities” of Ohio, a purely advisory and supervising agency, was created in 1867,\* abolished in 1871, and re-established in 1876. The establishment of a Board in Ohio originated in the mind of Hon. D. A. Dangler, a member of the General Assembly. In visiting the State charitable institutions as a member of the Finance Committee of the House, he was convinced of the necessity for organized State supervision; and, hearing that Massachusetts had a Board of Charities, he obtained a copy of the law creating it, adapted it to Ohio, and secured its final passage by the Legislature April 17, 1867, about one month before the passage of the law creating the New York State Board. The Board consists of six unsalaried members, not more than three of whom, it is declared by the statute, may be of the same political faith. They are appointed by the Governor for three years. The Governor is ex-officio President of the Board, which has a paid Secretary. Under its supervision are prisons, jails, hospitals, reformatories and all corporate charitable institutions. By its own request, authority has been conferred upon the Board to appoint resident county visitors throughout the State.

The Ohio Board has shown a remarkable tenacity of life and purpose amid the vicissitudes of politics, and rests to-day upon a solid basis of good work performed. General R. Brinkerhoff, the chairman of the Board, says: “Substantially, everything in the way of progress in the development of our charitable, correctional and benevolent institutions has originated with the Board of State Charities, and hardly a year has passed in which a step forward has not been taken in legislation through its influence.”

New York.—The State Board of Charities of New York, established May 23, 1867,\* consists of eleven regular members, repre-

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\* General Laws, 1867, p. 257; 1876, p. 165.

\* Laws of 1867, chapter 951; 1871, 699, 713; 1873, 571; State Paupers, Laws of 1873, chapter 661; 1874, 464; 1875, 308; Poorhouse Records, Laws of 1875, chapter 140; Approval of Incorporations, Laws of 1883, chapter 446; Laws of 1890, chapter 126.



senting the various judicial districts of the State, who are appointed by the Governor for terms of eight years. They receive no compensation beyond their traveling and incidental expenses. The Lieutenant-Governor, Secretary of State, Comptroller, and Attorney-General are ex-officio members. From 1876 until recently there were two woman members. There is now but one. A salaried Secretary and Assistant Secretary are employed.

The Board was designed at first as a purely advisory and supervising body, charged with the duty of inspecting and reporting to the Legislature on all the charitable, eleemosynary, correctional, and reformatory institutions in the State, except prisons, whether they receive State aid or are maintained by municipalities or otherwise. The commissioners are empowered to administer oaths, take testimony, and report infractions of law to the Attorney-General for prosecution. Since its first organization, the scope of the Board has been broadened and its powers somewhat extended by subsequent legislation. Upon the Secretary now devolves the arduous duty of executing the State Pauper Law, passed in 1873, whereby he is empowered to transfer to their places of settlement paupers having no legal residence in the State, when, in his judgment, the welfare of the individual and the interests of the State will be promoted by so doing. The Secretary is also charged with the duty of enforcing what is termed the Alien Pauper Law, under which pauper immigrants, who have escaped the scrutiny of the federal officers at the port of New York and on the Canadian frontier, are returned, at the expense of the State, to the countries whence they came. As auxiliaries to the Board, it is authorized to appoint citizens residing in the different counties to act as local visitors. The State Charities Aid Association, having its headquarters in New York city, has also its local visitors in nearly every county in the State, who are appointed upon the application of the Association by Justices of the Supreme Court. The Association, which reports annually to the State Board of Charities, has effected important reforms; and its local visitors, as well as those of the Board, have rendered valuable service in the cause of charity.

By an act passed by the Legislature in 1889, a Lunacy Commission was created in this State. It is composed of three members, one of whom, it is required, shall be a physician with ten years' practice and one a member of the bar of ten years' standing. All receive compensation.

North Carolina.—The "Board of Public Charities" of North Carolina was authorized by the Constitution of that State in 1868, and established by the Legislature in 1869.\* It made a brief report in 1870 and in 1871. From lack of appropriations to carry on its work and a failure on the part of the Legislature to elect members to fill vacancies, the Board became inoperative after 1873 and so remained until 1889, when the Governor, under a provision of the statute authorizing him to fill vacancies, appointed a new Board. It began its work in October of that year, again assuming advisory supervision of the State and county penal and charitable institutions. The Board consists of five members, two of whom are physicians, although the statute does not designate to what profession or calling its members shall belong. The elaborate and interesting report given to the National Conference of Charities and Correction in 1890 by the Secretary of the Board is a comprehensive exposition of the charitable and correctional institutions of the State and a favorable illustration of the usefulness of the Board. It is highly creditable to this body that, after its organization in 1889, although no appropriation had been made to meet its necessary expenses, the members set to work with a determined purpose; and their labors met with such encouragement, that a report of the work accomplished, at the personal expense of the members and the Secretary, was published in 1891 by executive authority. This resulted in legislation providing for the regular expenses of the Board, and otherwise facilitating its operations. Applications for State aid now find their way to the Legislature through this agency.

As an auxiliary to its work, the Board appoints local visitors in the ninety-six counties of the State, who make quarterly inspec-

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\* Constitution of North Carolina, 1868, article xi; Session Laws of 1868-69, chap. 170, p. 415.



tions of the county institutions and report thereon. Respecting the work as now carried on, the Secretary believes that great progress is making. He says that new institutions, long needed, have been projected, old ones remodeled, their administration changed, better diet and clothing supplied, etc. Other gratifying changes have been effected, including extension of provision for the insane and for inebriates, the establishment of a Soldiers' Home, a school for the deaf and dumb, a free State Normal and Industrial College for girls, the removal of convicts generally from railroad contract work to farm work under the charge of State officers, the employment of short-term prisoners in building Macadam roads, and the securing of an act empowering county authorities to establish homes for dependent and vagrant children, including many negro children abandoned by their parents. In consequence of reports made by the Board on the condition of the jails, some of these have been condemned by the courts.

Illinois.—“The Board of State Commissioners of Public Charities” of Illinois was established by legislative enactment April 9, 1869.\* It has five unpaid members, appointed for five years, who elect a president from their number. At least twice a year they are required to visit all the State-supported charitable and correctional institutions. One of the commissioners is obliged to visit, at least once a year, the city and county almshouses, and report respecting them. It is made the duty of the Board to audit the accounts of all the State institutions before they can be paid from the State Treasury.

Pennsylvania.—The Pennsylvania “Board of Public Charities,” created by an act§ passed April 24, 1869, now consists of ten unpaid members. Its paid Secretary, acting also as General Agent, is ex-officio member of the Board. The statute requires that one of the commissioners shall be a member of the bar of ten years' standing, and another a physician of ten years' practice. The Board is required to appoint five of its number a Committee on Lunacy, the two professional members being included in the com-

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\* Public Laws, 1869, p. 63; 1875, p. 104.

§ Pamphlet Laws, 1869, p. 90; 1872, p. 42; 1873, p. 65; 1874, p. 119. Lunacy Law, P. L. 1883, p. 21; 1889, p. 116. Rules and Regulations of Lunacy Committee, Report of Public Charities for 1883, p. 429.

mittee. This committee has its own secretary, and reports annually to the Board. It is required that this report shall be published with that of the Board.

The large population and the great number of public institutions of this commonwealth bring heavy responsibilities upon the Board, and much arduous labor upon its General Agent and Secretary. The commissioners, or their General Agent, are required to visit all the charitable and correctional institutions at least once a year. The General Agent is obliged to visit the county jails and almshouses once in two years. The Board is also required to pass judgment on all applications for State aid from both public and private charitable institutions, and to report annually whether the objects of the several institutions are accomplished and whether the laws relating to them have been complied with, etc. There are hundreds of applications for State aid upon which the Board is required to report biennially, and the opinion of the Board largely influences the Governor and the Legislature in granting appropriations. Under general laws, no jail or almshouse can be built in the State until the plans and specifications therefor have been approved by the Board of Public Charities. Under special laws, many institutions, both public and private, are required to submit their plans and specifications for the approval of the Board before they are authorized to draw special appropriations made to aid them in constructing their buildings.

Through twenty-three years of continuous, persistent work this Board has demonstrated its great usefulness; and the fact is patent that, by its efforts, the charitable and correctional institutions of Pennsylvania are far in advance of what they were before the Board was organized.

Rhode Island.—Next in chronological order comes the Rhode Island "Board of State Charities and Corrections," established May 28, 1869.\* It consists of nine members appointed by the Governor. The Secretary, who is appointed by the Board, is the only paid member. In addition to performing the ordinary functions of a State Board of Charities and Corrections, this body

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\* Acts and Resolves of 1869, chapter 814.



stands in the relation of a board of trustees to the several State institutions which are grouped on the State Farm at Cranston. The Board appoints superintendents, determines salaries, purchases supplies, audits accounts, etc. The State Home and School for Dependent and Neglected Children, established in 1884, is under the charge of another board, it having been wisely thought that it should have no possible relations with penal and correctional establishments. During recent years the Board has introduced the "open system" into the Reform School. It has also wrought a very creditable change in the introduction of technologic training, or instruction in mechanic arts, into the Sockanosset School for Boys, one of the two branches of the Reform School. The method of instruction is the same as that adopted by the New York State Industrial School at Rochester.

Wisconsin.—On March 24, 1871, the Wisconsin Legislature passed an act\* creating a State Board of Charities and Reform. It consisted of five members appointed by the Governor for terms of five years. They served without compensation, except in cases of special examinations ordered by the Governor, when they received five dollars a day in addition to expenses. The Board appointed its own salaried Secretary. In 1881 the Legislature concentrated in one board the powers of boards of trustees over the State reformatory and benevolent institutions. This was known as the State Board of Supervision of the Wisconsin Charitable and Penal Institutions. The five members composing this board received salaries of \$2,000 a year each. Their duties were administrative in character, while those of the older board were in the main supervisory. In 1891 § both of these boards were merged in a "State Board of Control of Wisconsin Reformatory, Charitable, and Penal Institutions," which has the powers and functions of both the former boards. This Board, consisting of six members, entered upon its duties last July. It has as yet made no report, its fiscal year not closing until September 30, 1892. Each member receives a compensation of \$2,000 per annum, and also all actual and necessary disbursements paid out in the discharge of the duties of his office. In this State the statute requires that all

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\* Gen. Laws of 1871, chapter 136, p. 197.

§ Laws of 1891, chapter 221, p. 257.

plans for poorhouses shall be submitted to the State Board for its approval. The Board exercises a similar but more limited power over jails, with authority, under certain circumstances, to condemn them.

The State Board of Charities and Reform, during the twenty years of its existence, effected many important and desirable reforms.

Michigan.—The Michigan State Board was created by an act\* of the Legislature April 17, 1871, in compliance with the recommendation of Governor Baldwin in his message to that body. The Board, however, was the outgrowth of a special commission appointed in 1869; and its work should include that of the commission. Perhaps the most marked recommendation of the commission was that regarding a State School for Dependent Children, which was received with favor by the Legislature of 1871. Hon. C. D. Randall of Coldwater, then a member of the State Senate, drafted the bill for its establishment, and earnestly advocated its passage. He took such deep interest in the measure that he is called the father of the institution. It is greatly to the credit of this steadfast philanthropist that his interest in this cottage home school of world-wide fame did not stop here, but that it has continued to the present.

The Michigan State Board consists of five members, four of whom are appointed by the Governor for eight years, and are unsalaried. The Governor is ex-officio a member of the Board. One of the commissioners, or the Secretary, is required to visit, at least once a year, not only all the almshouses, but also each jail or place of detention for criminals or witnesses. A majority of the commissioners of the Board, with the Secretary, is required to visit and examine once in each year the Reform School, State Prison, Detroit House of Correction, and State and county asylums for the insane and the deaf and dumb and blind. The Board is required to examine estimates of appropriations, plans of buildings, and contracts made for the expenditure of appropriations for building or

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\* "The Board of State Commission for the General Supervision of Charitable, Penal, Pauper and Reformatory Institutions," Laws of 1871, No. 192, p. 321; State Agency, Laws of 1873, p. 229; Amendment, Laws of 1875, No. 37, p. 32; "The Board of Corrections and Charities," Laws of 1879, p. 80; Plans and Estimates, Laws of 1881, No. 206, p. 249.



for other special purposes. These duties have been placed upon the Board by comparatively recent legislatures, as they considered them needful; and, although the Board has no power to enforce its views in such matters, its published reports are helpful in influencing right legislation.

There exists in this State, under the direction of the State Board of Corrections and Charities, a State agency for the protection of juvenile offenders, having county agents appointed by the Governor. It is the duty of these agents to attend the trials of all children under 16 years of age, and take such steps, with the concurrence of the magistrate, as will best promote their interests. The agent may place the child either in an institution or indenture it in a family, and he is required to visit it and watch over it afterwards. No child can be indentured from either the State Public School, or from the reformatories, until such agent has examined the home and his approval is on file in the State institution from which the child is to be indentured. He also has supervision over all such indentured children.

Some important reforms are brought about in Michigan through the holding of annual conferences of the Board with the county agents. In December of last year the tenth annual meeting of this kind was held. These meetings are convened in different parts of the State, and do much toward enlightening the citizens, not only in the work of the Board, but in that of the different State charitable, penal and reformatory institutions, each of which is represented at the meetings. On these occasions exhibits of the handiwork of the inmates in such institutions are made.

Notwithstanding the large amount of good work performed by this Board, the attempts to abolish it are frequent; but so firmly is it intrenched in the confidence and good will of the people that these efforts, including that made in the last session of the Legislature, have proved abortive.

Kansas.—The State has a Board purely administrative in character, discharging the duties of trustees over the several State charitable institutions, and is entitled the Board of Trustees of the Charitable Institutions of the State of Kansas. It was estab-

lished by an act\* passed March, 1873. It is not a Board of State Charities, in the proper sense of the term. Efforts have been made to extend its duties so as to embrace the proper functions of a Board of State Charities, but so far without success. The laws of the State fail to provide for collecting statistics relating to its charitable institutions and for State supervision of the poor-houses and jails. The Board consists of five members, selected by the Governor, who is required by the constitution to appoint trustees for all the State charitable institutions. The members of the Board receive a per diem allowance, also mileage. The Secretary and Treasurer are members of the Board. The State insane asylums, the State Asylum for Idiotic and Imbecile Youth, the State Reform School, the institutions for the education of the deaf and dumb and the blind, the Soldiers' Orphans' Home, and the Industrial School for Girls come under the administration of the Board.

Connecticut.—By an act § passed July 1, 1873, the Connecticut Legislature established a State Board of Charities. It consists of five members, two of whom are women. Under an act of 1884, the Board was reorganized, its powers extended, and its means and facilities increased. The Secretary is the only salaried member. The Board is authorized to visit and inspect all the public and private institutions for the dependent and criminal classes. The statute requires that the State Prison, the State Reformatory and Industrial Schools, and the State Insane Asylum shall be visited as often as once a month by at least one commissioner of each sex. It is provided by law that all children between the ages of 2 and 16 years, not demented, idiotic, or suffering from incurable or contagious diseases, who are in charge of overseers of the poor, or who are deserted, or children of drunkards or paupers, shall be placed in temporary homes, but only so long as shall be necessary to find places for them in well-selected family homes. A temporary home may be established in a family or in buildings specially provided. Orphan asylums may also be used as temporary homes.

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\* Laws of 1873, chapter 135, p. 251; Amendment, 1876, chapter 130

§Laws of 1873, chapter 45, p. 146; 1884, p. 360. Temporary Home for Children, Revised Statutes, 1887, title LXVII., chapter CCXXVIII., p. 805.



In each county the care and direction of the children are vested in a Board composed of the county commissioners, with one member of the State Board of Charities and one member of the State Board of Health. This Board is required to appoint one man or woman in each town to visit and inspect the temporary homes, and to aid in placing children in families. Public sentiment has become so strong against the old system of caring for dependent children in almshouses, that attempts to set the present law aside have met with signal defeat.

New Jersey.—In 1882 the statute of New Jersey made it a part of the duty of the State Board of Health to visit the charitable and penal institutions of the State. Because of this legislation and the visitation of such institutions made under the direction of the Board, it has been recognized in the National Conference of Charities and Correction as a supervising agency of State charitable institutions. In 1884, in conformity with the wishes of the State Board of Health, the Legislature created a Council of Charities and Correction for the purpose of securing statistics relating to the causes of dependency and crime, and for making recommendations as to the remedies. An appropriation of \$1,000 was made to carry out the objects of the Council, but it soon ceased to exist as an organized working body. The Legislature of 1886 recognized the society known as the State Charities Aid Association as a State agency, by empowering the Supreme Court to appoint visitors to the jails and almshouses upon application of the society, which reports to the Legislature on the condition of the institutions visited.

The State Board of Health, with the other agencies named, has brought about great improvements in the public institutions of the State, including its almshouses. Especially has it improved the sanitary condition of all. But, perhaps more from a lack of a regularly organized, symmetrical system of State supervision than from any other cause, this State is far behind some others in dealing with the great questions of pauperism, insanity and crime.

Minnesota.—Aside from the movement in New Jersey there was a long interregnum before the establishment of another Board,

that of Minnesota, March 2, 1883.\* The Minnesota "State Board of Corrections and Charities" consists of six regularly appointed members, not more than three of whom can be of the same political party. The Governor is ex-officio President. The Board exercises supervisory powers over State, county, and municipal correctional and charitable institutions. There is also in this State a Lunacy Commission, consisting of three physicians, who are appointed for terms of two years.

Indiana.—The creation of a "Board of State Charities" in Indiana in 1889‡ was, no doubt, largely due to the influence exerted by the late lamented Oscar C. McCulloch, whose earnest efforts for years previous had been devoted to instructing the people of the State in the way of practical reforms. This Board consists of six commissioners, appointed by the Governor, three from each of the two leading political parties. The full term of office is three years. Two members retire each year. The Governor is ex-officio a member of the Board and its President. It is made the duty of the Board to investigate the whole system of public charities and the correctional institutions of the State, including prisons, jails, county asylums for the poor (poorhouses), and to report thereon. It is empowered to make special investigations, send for persons and papers, and to administer oaths. Such investigations are reported to the Governor, and by him presented to the General Assembly. It is provided that all plans for new jails and poorhouses shall, before their adoption by county authorities, be submitted to the State Board for "suggestions and criticisms."

Some estimate of the vast amount of work devolving upon the Board may be formed from the fact that, besides the twelve State institutions, there are 216 county institutions, including jails, poorhouses, and orphan homes, subject to its visitation and supervision. It is gratifying to note the success which has attended the work of this new Board and the indications that the delicate duties devolving upon it are discharged with tact and discretion. The Secretary, in speaking of the work, says: "In the important matter of management of institutions, we have

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\* Gen. Laws, 1883, chapter 127, p. 171.

‡ Gen. Laws, 1889, chapter 37, p. 51.



already very largely influenced the State. Our suggestions and criticisms are listened to with respect, and some important improvements in the management of our State institutions have been adopted on our suggestion. We have established a thorough *entente cordiale* with the superintendents of our penal and charitable institutions."

South Dakota.—The State Board of Charities and Corrections of South Dakota, consisting of five members, one of whom is secretary of the Board, was created by an act\* of the Legislature March 6, 1890. This Board, like those of Rhode Island and Kansas is vested with administrative powers, and performs the duties of the former local boards of trustees over the institutions under its charge ; namely, the State Penitentiary, the State School for Deaf-Mutes, the State Reform School, and the State Hospital for the Insane. The first biennial report of the Board was presented to the Governor December 1, 1891. It contains much valuable information respecting the charitable and correctional institutions of this young State.

Wyoming.—A "State Board of Charities and Reform" was provided for in Wyoming by its State Constitution, which took effect July 10, 1890. This requires that "such charitable, reformatory, and penal institutions as the claims of humanity and the public good may require, shall be established and supported by the State in such manner as the Legislature may prescribe. They shall be under the general supervision of a State Board of Charities and Reform, whose duties and powers shall be prescribed by law." In accordance with this provision the State legislature, by an act§ approved January 8, 1891, constituted the State Treasurer, State Auditor, and State Superintendent of Public Instruction as the State Board of Charities and Reform, giving them general supervision and control of all such charitable, reformatory, and penal institutions as may be established by the State, and providing for visits of inspection, reports from the sheriffs of the various counties, and other essential details. The first annual report of the Board is now in process of printing, and will soon be published.

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\* State Constitution, article 14, §§ 1 and 2. Session Laws, 1890, p. 5.

§ Laws of 1891, chapter 37, p. 166.

Oregon.—A “State Board of Charities and Corrections” was established in Oregon by an act\* filed February 18, 1891. It consists of six members, including a Secretary, and has general supervision of all State and county charitable and correctional institutions. A provision in the organizing act of the Board requires that all plans of buildings for institutions, coming under the jurisdiction of the Board, shall be submitted to it for suggestions and approval. The Board has been active in making visitations, and its inspections and condemnation of some of the jails have resulted in correcting abuses and effecting desirable reforms. The first report of the Board will be made next winter.

Colorado.—The “State Board of Charities and Corrections” of Colorado, consisting of six unpaid members appointed by the Governor, was established March 9, 1891.† The Governor is a member ex-officio. The Board is vested with power to investigate the whole system of public charities and correctional institutions of the State, to examine into the condition and management of all prisons, jails, reformatories, reform and industrial schools, hospitals, infirmaries, orphanages, and public and private retreats and asylums for the insane. It is required that all plans for jails, hospitals and similar buildings shall be submitted to the Board for suggestion, criticisms, and approval before the same shall be adopted by the State, county, or municipal authorities. The Board is also empowered to make investigations into the condition and management of the institutions under its supervision, and to administer oaths and affirmations. It appoints a salaried Secretary, who may or may not be a commissioner. The first report of the commission is not yet published, nor has there been any legislation relating to it since its organization. Many suggestions made by the Board have been adopted and acted upon by those in charge of the Colorado institutions.

#### ORGANIZATION, POWERS AND DUTIES.

While there is practical unanimity of opinion regarding the usefulness of State Boards of Charities, there are still some

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\* Gen. Laws, 1891, p. 50

† Session Laws, 1891, p. 325.



mooted questions as to their organization and the principles that should govern them.\*

A State Board of Charities is doubtless best formed when the Governor of the State appoints its members. Their terms of office should not be less than eight years. The advantage of long terms is that, in this way, a continuous policy can be carried out, new members can avail themselves of the knowledge and experience of those who have long been engaged in the work, and the insidious influence of politics is less likely to be felt. There should not be more than nine nor less than five members. If it be practicable to include the Governor of the State as *ex officio* President of the Board, it appears desirable to do so, because of the greater usefulness likely to be exercised by the Board when the chief executive is a member, and because its recommendations will have greater weight with the Legislature. Commissioners should receive no compensation for their time or services, except for their actual traveling expenses, while engaged in the performance of the duties of their office. The compensation of the Secretary should be fully commensurate with the ability required, the arduous service rendered, and the responsibility of the position.

The commissioners should be persons of high character, of keen observation, of good judgment, with large and successful experience in their professions and in business affairs, and such as have the esteem and confidence of the communities in which they reside. Professor Chace has well said, "They should be such men as are willing to spend and be spent in the service, with no other reward than the good they may hope to accomplish,—men who are sought for the service on account of their fitness for it, and not those who seek it for personal ends or are appointed to it as a

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\* Valuable information bearing upon this subject may be found in papers read before the National Conferences of Charities and Correction, and embodied in the Proceedings of the Conferences, as follows:— Proceedings of 1879, pp. 26-28, F. B. Sanborn; Proceedings of 1880, pp. 26, 27, Gen. R. Brinkerhoff; Proceedings of 1881, pp. 37-50, Gen. R. Brinkerhoff; pp. 58-76, George S. Robinson; Proceedings of 1882, pp. 19-24, Prof. George I. Chace; Proceedings of 1883, pp. 19-35, Bishop G. D. Gillespie; Proceedings of 1884, pp. 10-12, William P. Letchworth; Proceedings of 1886, pp. 19-26, H. H. Giles; pp. 26-30, John W. Andrews; Proceedings of 1887, pp. 75-105, F. B. Sanborn; Proceedings of 1889, pp. 89-99, Rev. H. Hastings Hart; pp. 99-102, Rev. A. G. Byers; Proceedings of 1890, pp. 63-72, Rev. Fred. H. Wines; Proceedings of 1891, pp. 154-162, M. D. Follett; pp. 162-166, John Elder. The discussions which followed the reading of these papers are also worthy of attention.

reward for political service or through favoritism." If selected from among charity workers, they will be more likely to find their duties congenial and to take up and pursue their work intelligently. One of the commissioners of every Board should be a physician, and one a lawyer.

As to women being represented on State Boards of Charities, my own opinion is in favor of their appointment. There are certain lines of inquiry which they can conduct with more propriety than men, and they are able to exchange confidences with those of their own sex whose troubles might otherwise be unrevealed. In the case of children under public care, it seems peculiarly fitting that motherly instincts should be permitted to reach the many that are orphaned and deserted. The knowledge of women in domestic affairs, and their experience in the care of the sick, give value to their inspections and weight to their advice. The fears entertained by some, that women would not be able to cope with the sometimes revolting tasks that fall to the members of a State Board of Charities, have not been realized in New York. On the contrary, the New York Board has to confess its indebtedness to woman commissioners for most valuable services, although their appointment was regarded at the outset as a great innovation. I well remember the look of dismay depicted on the countenances of some of the graver members of the Board when an earnest, able, and accomplished woman entered the Board room at Albany with a pleasant greeting, and took her seat among us for the first time with as much complacency and self-possession as though she had been a commissioner for years. I imagine that the members generally of those Boards in which women hold membership approve of their appointment.

Whether State Boards should be purely advisory or both advisory and administrative depends upon the conditions to be met. A Board adapted to a small State like Rhode Island, would not answer for a large and populous commonwealth like New York or Pennsylvania. It seems best in most cases that these Boards should be organized as purely advisory bodies, and should not seek to assume administrative functions. If a Board be prudent and



do good work, there will be a disposition on the part of the Legislature to give it administrative duties which it will be difficult to decline. These duties will in all probability increase, the older the Board grows. With enlarged responsibilities there will be an increase of patronage, and consequently greater danger.

Among the powers conferred and the duties which should be imposed upon a properly organized board may be mentioned the following:—

The power to appoint such officers and agents as the Board may deem necessary; also, discretionary power to appoint local visitors to county institutions. A Board should be authorized to investigate the whole charitable and correctional system of a State. It should be empowered to inquire and examine into the condition, government, and management of all the corporate charitable, correctional, and penal institutions in the State, and the care of their inmates. One or more of the commissioners should be required to visit all the State-supported institutions not less frequently than once a year, and one of the commissioners or the Secretary should be required to visit all the county and municipal institutions, including jails and poorhouses, at least once each year. The Board should make a report on all the institutions under its supervision at the opening of each annual or biennial session of the Legislature. It should be made the duty of the Board to ascertain whether the public money appropriated for the aid of these institutions is judiciously expended, and whether the objects of the several institutions are accomplished, and whether the laws in relation to them are complied with. All plans for the construction or enlargement of State, county, and municipal charitable, correctional, and penal institutions should, before their adoption, be approved by the Board. Commissioners should not be permitted, either directly or indirectly, to be interested in any contract for building, repairing, or furnishing any of the institutions which it is their duty to visit and inspect; nor should trustees or other officers of the institutions mentioned, be eligible to the office of commissioner. The commissioners should have power to administer oaths and affirmations, and to issue compulsory processes for the attendance of witnesses, upon inves-

tigations made necessary in the discharge of their duties as defined by the statutes.

#### VISITATIONS.

Because a person is appointed by the Governor as a commissioner of charities, or is a legally constituted visitor of charitable institutions, it does not follow that such person is wiser than the trustees or those in charge of the institutions to be visited. On the contrary, he may have had no experience whatever with the peculiar work coming within his province to criticise, and, instead of being in a position to instruct, may, at least for a time, find he can be instructed by those having had long practical experience in their work. It therefore behooves the visitor to enter upon his duties modestly, and, before making recommendations, to be sure that they are based on sound principles already adopted by organized charity. Great delicacy is required in exercising visitorial powers, and the dignity attached to institutional officers, however humble, should be respectfully recognized. It is not well to begin an inspection before applying to the officer in immediate charge. Legalized visitors are not expected to act as detectives, but to obtain the information they desire in such a manner as to show they come to the institution as friends, and not as enemies. This may be done and not interfere with the thoroughness of an inspection or the reaching of bottom truths. Private conferences with inmates are proper, but they should not be had without the knowledge of resident officials. Everything should be done openly and courteously.

In reporting upon institutions, we should be quite as ready to commend the good as to condemn the bad. A report that shows only the faults of an institution is unfair. There is doubtless more good accomplished by directing public attention to what is praiseworthy, thereby awakening a spirit of emulation in other institutions, than in writing sensational descriptions of evils which belong to systems, and for which the public is responsible, and not individuals. Whatever abuses may be found, discriminate closely; and make individuals or systems responsible, as the facts may warrant. Criminal charges, if found to rest on reliable



testimony, should be promptly reported to the Attorney-General for prosecution. Reforms are often more expeditiously effected, by giving local authorities an opportunity to correct them before reporting them to the Legislature. If evils are not corrected with reasonable promptness, then it is due the public that the whole truth should be known. There are oftentimes unsatisfactory conditions about an institution which faithful officers and managers are striving to remedy. When such is the case, we should forbear humiliating them before the public, and aim, by kindly conference and careful suggestion, to help them out of their difficulty, and so come into closer relations, through which much good may eventually come.

It should be borne in mind that few things in this world are perfect; and, even in a charitable institution, we must look for the maximum of excellence instead of perfection, or an ideal in our own mind which has never had a practical illustration. I imagine that there are few large household establishments, with their indoor and outdoor service which, if subjected from cellar to garret, from laundry to stables, to the close scrutiny of a charity inspector, would not be found deficient in some important respects,—deficiencies or evils of which the good housewife was already cognizant, but which, through inefficient service or failure on the part of others or a combination of causes, it was impossible to prevent.

#### WORK OF STATE BOARDS.

It would be quite impracticable to give even a brief summary of all the beneficent work that has been accomplished by State supervising Boards of Charities and Corrections, extending in some instances over a quarter of a century. Besides desirable legislative measures, secured directly through their recommendation and unwearied efforts, and for which they are deserving of high commendation, there has been much good legislation secured indirectly by them, for which they are not credited, and much bad legislation defeated. A Legislature scarcely ever convenes but bills are introduced which, if passed,

would prove disastrous to the charitable and economic interests of the State.

One of the most profitable and humane branches of charitable work, in which State Boards have been engaged, is that of removing dependent children from the enervating and soul-destroying influences of the poorhouses and almshouses. During the first year of its existence, the Massachusetts Board caused about 200 children to be removed from the Tewksbury and Bridgewater almshouses to the Monson State School, where they were under good moral influences and subjected to mental and physical training. This Board early secured an agent to seek out and provide good places for children in families, and watch over them after they were indentured. Subsequently the Board established a visiting agency to look after the welfare of dependent children, to which was also given jurisdiction over juvenile delinquents, with authority to represent their interests in the criminal courts. In 1879 the visiting agency was merged in the department of indoor poor. In connection with this department, the Board indorsed the organization of a band of benevolent women, who took upon themselves the onerous task of visiting the girls and young women, placed on probation by the State, either in their own homes or other families. Through the powers conferred upon the Board over dependent and delinquent children, much good has been accomplished. The statutes of Massachusetts teach many useful lessons in dealing with unfortunate children.

The New York Board early did some good work in the way of removing children from poorhouses; and in 1875 it secured the passage of a law requiring the removal of all healthy and intelligent children over three years of age, from the poor-houses to families, orphan asylums, or other appropriate institutions, and forbade their being received into the poorhouses thereafter. This action was followed later by a statute limiting the age to two years, and included defective children. Similar prohibitory legislation has been effected in several other States, including Pennsylvania, Wisconsin, Massachusetts, and Connecticut. The county homes in Ohio and the temporary homes in Connecticut were established under the auspices of their respective Boards; and, in nearly all



the States where the jurisdiction of our Boards has extended to poorhouses, a great work on behalf of children has been accomplished.

But the work of State Boards for children has not been limited to removing dependent children from poorhouses. It has also been brought to bear on juvenile delinquency. In multiform ways old systems have been reformed, new and more humane character-forming methods, including technologic training, have been introduced, and the endeavor has been put forth to save children generally from institutionizing processes. Increased facilities have also been extended for the better care and education of the deaf and dumb, the blind, and the idiotic.

Nor have the reforms in connection with poorhouse establishments been confined to the removal of children from their baneful atmosphere, but they have extended to improved sanitary conditions, better planned buildings, separation of the sexes, a proper classification of the inmates, and improved administration. In States where Boards exist, the custom of keeping poorhouse inmates by contract has been almost, if not entirely, set aside.

In all the States where the supervision of State Boards has extended to jails, there has been wrought a marvelous change for the better, through modifications in plans of buildings, in management, and in the securing of legislation to correct grievous evils, including the separation of the innocent from those convicted of crime. Many of these places are described in some of the reports of our Boards as noisome dungeons infested with vermin, without ventilation or a sewerage system, with foul odors filling the cells and corridors with a sickening atmosphere, without means of classifying the prisoners or of separating those detained as witnesses from those awaiting trial and those serving sentences,—conditions not only dangerous to health, but demoralizing and a source of much injustice. Notwithstanding what has been accomplished in this field of reform, our jails, taken as a whole, are still designated as schools of crime, and much remains to be done.

Where an advisory or supervising power has been exercised by State Boards over reformatories, penitentiaries, and State

prisons, there has been manifest improvement in administration and a reform of many abuses. Much advanced legislation has been secured in the treatment of prisoners, including, in a number of States, the recognition of the important principle of the indeterminate sentence and of parole. A great work has been effected in several States by the establishment of reformatories intermediate between houses of refuge and State prisons. In New York a great advance has been made by providing reformatories for women. In justice, however, to Mrs. Lowell of the New York State Board, it should be stated that the credit is almost wholly due to her efforts rather than to the State Board for the introduction in New York of the women's State reformatory system.

In the care and treatment of the insane, the supervision of State Boards has proved in many ways highly beneficial. This supervision has been exercised in the direction of causing the removal of the insane from county and town poorhouses, providing for them better buildings, largely on the cottage plan, giving to the chronic insane the largest possible freedom on farms, with healthful industrial employment, securing separate asylums for the criminal insane, reducing mechanical restraint to the minimum, and securing legislation for the greater protection of this unfortunate class. In Massachusetts the experiment has been tried on a small scale of boarding the insane in families.

While our State Boards have been foremost in advocating provision for the dependent and criminal classes when absolutely needful, they have uniformly opposed the enlargement of old institutions, or the erection of new ones, unless imperatively demanded by the interests of the State. Contrary to the popular idea, the influence of State Boards, in every department of public charity, has been directed toward reducing the number of public dependents and restricting the expenditures for their care and maintenance within reasonable bounds.

Differences of opinion exist as to how far the law of settlement should be observed in affording relief to paupers, and as to what restrictions should be placed upon undesirable immigration. It is claimed by some that, so long as a person is actually dependent, it makes but



little difference whether he is supported by one State or another, that higher than other considerations are the claims of humanity, and that these should be patiently borne without reference to the responsibility of any locality for this dependency. On the other hand, it is asserted that, in consequence of bad government, indifference to social and natural laws, and the non-enforcement of wholesome statutory regulations, pauperism is engendered and continues to be propagated in a State or community, until that State or community is held responsible for, and made to feel the burdens it creates by having returned to it its helpless and diseased dependants. The State Boards of Massachusetts and New York have long given special attention to this subject, and returned to their places of legal settlement paupers belonging to other States and countries. Massachusetts did this before the establishment of her State Board of Charities. But for the action of the New York State Board in this direction, it would have been necessary ere this to double the capacity of all the county poorhouses in the State. It is estimated that, in the return of over 15,000 paupers to their places of legal settlement, an ultimate saving to New York State of over \$22,000,000 will be effected. Besides the pecuniary advantage gained by the State, there should be counted the benefit, not infrequently accruing to the individual, in being returned to friends, and consequently, oftentimes, to a condition of self-support.

In the systems of bookkeeping and classification of items of expenditure introduced in some States by the Boards, especially the system planned by Mr. Wines of Illinois, which has been copied, with some modifications, in other States, immense pecuniary advantage has accrued to the States adopting them.

Through the recommendations of State Boards, large sums have been saved in the purchase of supplies for State charitable and correctional institutions. Acting upon the advice of the Board, in some States the trustees of asylums, at regular periods, advertise for prices and samples to be submitted to them, upon which, after comparison, orders are given out.

In the more particular keeping of records, as prescribed by State Boards, a sense of greater responsibility on the part of

officers of institutions has been inculcated. The information obtained from these records, after being tabulated, has been useful in solving doubtful questions affecting the public interests, and in placing further safeguards upon the personal rights of the beneficiaries of institutions. Although the inquiries and examinations of the Boards are not always made for the purpose of ascertaining the causes of pauperism and crime, they nevertheless throw much light upon this subject. In 1873 a special inquiry was authorized by the New York Legislature. It was directed by the Secretary of the State Board of Charities, who was assisted by special agents, and included a personal examination of about 13,000 inmates of poorhouses and almshouses. The questions asked related to birth, nativity, age, length of time dependent, mental and physical condition, antecedent history of individual and family, habits, education, etc. This examination proved so profitable that it resulted in the permanent keeping of records to facilitate future inquiries of the kind.

The value of the statistical and other information that has been collected by the various Boards and embodied in their periodical reports is incalculable. This fund of information is constantly growing; and, as the Boards increase in number and extent their work, it will be found of still greater worth. Valuable as these statistics are, however, they fail in this important particular,—that they are not comparable one State with another. It is an unsatisfactory task to attempt, from the reports of our State Boards, to arrive at a general average from almost any particular set of facts. It is therefore suggested that the members of existing supervising boards give further consideration to this question. Surely, we should not abandon the effort to make an advance in this direction. It is not only highly desirable that statistics relating to pauperism and crime should be comparable one State with another, but it is important that they should be collected in all the States under a uniform system by the general government; and it would seem to be the duty of State Boards to advocate the adoption of a national system. This, however, should not supplant our State systems, which might be made helpful through co-operation.



These Boards, as was first exemplified in New York State, lent their influence and encouragement to the building up of charity organization societies in cities. The first time that the subject of charity organization was ever dealt with in a State document, in this country, was in a paper prepared by the Rev. S. H. Gurteen, of Buffalo, which was presented to the Legislature in 1879, with the report of the State Board of Charities. The paper was a forcible argument in favor of private organization in this direction. While these Boards have aided in establishing charity organization societies, the latter have lent their potent influence to the founding of State Boards of Charities, as was recently illustrated in Indiana, and have co-operated with them, much to the advantage of both.

#### SUGGESTIONS.

Before closing this paper, it may not be out of place to submit the following points or suggestions for the consideration of State supervising agencies:—

First. The number of dependents under public care, should be reduced to the minimum by refusing free support to the able-bodied, by enforcing the legal obligations of relatives, and by returning paupers to their places of legal settlement, where, by the aid of their friends, they frequently become self-supporting, and are saved from the enervating influences of poorhouse residence.

Second. The United States should return to the countries whence they came all paupers and criminals, and require from incoming foreigners a certificate from the American consul at the port from which they sailed, to the effect that the person to whom such certificate is granted is, in the judgment of the consul, self-supporting, non-criminal, and will prove a desirable citizen.

Third. Private charities should be encouraged in their benevolent efforts, upon the principle that the dispensation of private charity is better than that of public charity. The recipient is benefited with less loss of self-respect, and society is made better by the sacrifice necessary to carry on benevolent work.

Fourth. State Boards should co-operate with and encourage charity organization societies in their attempts to prevent beg-

ging, and expose imposture, to help the unfortunate to help themselves, and to stimulate pride of self-support, respect for honest labor, love of thrift, and otherwise diminish pauperism.

Fifth. It is well to aid in the organization in each county of a society for the prevention of cruelty to children, and endeavor to secure laws for the better protection of neglected and abused children who, but for such protection, are sure to swell the ranks of the dependent and criminal classes.

Sixth. An important part of the work of State Boards is the improvement of poorhouses by planning buildings on advanced principles, securing a bountiful supply of water, good sewerage, and other sanitary essentials, also by providing special hospital accommodations with competent nurses for the sick, effecting a separation of the sexes, proper classification of the inmates, removing the children, and improving the administration of these institutions generally. The planning of better constructed jails, and improving their administration, should also receive careful attention.

Seventh. In providing sites for public charitable institutions, State Boards should recommend that ample acreage, according to the objects of the institution, should be secured at the outset; that the buildings should be plain and inexpensive, and constructed in accordance with recognized sanitary and hygienic laws, with means to effect proper classification of the inmates and convenient and economical administration. The building of palatial edifices for the dependent classes, to gratify local and architectural pride, should be condemned, as the expenditure for such decreases legislative appropriations for needful charitable objects; and the consequence is that, while some are extravagantly provided for, many remain to suffer under very unsatisfactory conditions.

Eighth. All adult inmates of institutions maintained at the public expense should, as an offset to their support and for their moral improvement and for better discipline, be employed at useful and remunerative labor to the extent of their ability as judged by a medical standard.



Ninth. Boards should recommend that the supplies for State institutions be purchased at stated periods, after competition has been invited by public advertisement. Samples of the articles required, with prices, should, so far as practicable, be submitted for inspection, and agreements and purchases made in the best interest of the State and its beneficiaries, without reference to the interests of any particular locality.

Tenth. Records should be kept in every public charitable and correctional institution, showing, as far as practicable, the mental and physical condition, habits, education, antecedent history, previous environment, and cause of dependency or criminality of each person under care. Such records are necessary as a basis for charity organization work, and are highly valuable in studying the causes of pauperism and crime, and in determining the relation and extent of heredity to these conditions.

Eleventh. In rescuing dependent children, the aim should be to restore them as early as practicable to that God-ordained institution, the family. This may best be done through organized charitable societies and institutions directed by benevolent men and women, or by State agencies, where such exist. To children coming under public care, domestic and industrial training and kindergarten instruction should be given to the utmost extent practicable.

Twelfth. For better classification and for other reasons, children in juvenile reformatories should be cared for in cottages on the family plan. All should have the advantages of thorough industrial training; and the older ones should have the benefit of technologic training, or instruction in mechanic arts, as is well illustrated in the State Industrial School at Rochester, N. Y. Absolute separation should be maintained between the innocent and the guilty and between the pure and the morally depraved, by means of separate institutions.

Juvenile offenders should never be placed in jails either before or after trial. They should have a separate hearing before the court, and should there be represented by a State Agent, whose duty it should be to protect the interests of the child during the

trial and afterwards, in the manner exemplified by the Michigan laws of 1873 and 1875.

Thirteenth. The effort should be made to provide proper care and treatment for *all* the insane of a State, preferably by means of State care. The tendency should firmly be resisted to enlarge, beyond a moderate size, institutions in which the acute insane are treated. As numbers increase, the chronic insane should be colonized in cottage buildings containing not over forty patients each, situated on farms having not less than one acre to each insane person provided for. These colonies should be widely separated from the parent institution and under a subordinate but distinct administration. Whenever, by increase in the number of the acute insane, the curative functions of a hospital are weakened or an individualized system of treatment is rendered impracticable, a new institution should be projected.

It has been demonstrated in New York, Massachusetts, and elsewhere that the chronic insane can be humanely and very economically cared for, and the maximum percentage of cures reached in special inexpensive asylums, on large farms, under independent boards of management. In large mixed asylums the percentage of cures is not so great as the combined average of cures in separate hospitals for the acute and well-conducted asylums for the chronic insane. The dominant idea should be the cure of the insane in the acute period; and our hospitals for this purpose should be small, and in every way constructed, supplied, and administered on the highest therapeutic principles. Expenditures here should be made a secondary consideration, with a view to securing real economy by curing the patient while there is the greatest possibility that he may be cured. We must boldly protest against the seemingly irresistible tendency to build up enormous mixed asylums out of what were originally designed for moderate-sized curative hospitals. Nor must we delude ourselves with the expectation that by simply changing the name of an institution from an asylum to a hospital we thereby alter its real character.

If, in the way indicated, the ever rapidly increasing burden of chronic insanity can not be prevented from lessening a high standard of curative treatment in our hospitals for the insane, it



is incumbent upon us to consider whether it would not be desirable to establish local asylums for the chronic insane, to be built by a single county or a number of counties uniting, the local authorities providing the buildings and the State paying for the support of the inmates on a standard of care approved by State authorities, the institutions to be managed, as are State asylums, by non-partisan, non-salaried boards of trustees, appointed by the Governor or by justices of the Supreme Court.

Looking back to the time when our Boards were first established, or even to a later period, when these Conferences were first formed, and to what has been accomplished since, we may fairly congratulate society on the dawn of a brighter and better era in the administration of public charity. Earnest men and women are to be found in every State working in the spirit of true philanthropy, seeking to heal, relieve, and elevate the unfortunate, to reduce the volume of pauperism and crime, and to see that the bounty of the people is prudently dispensed. In the performance of our work we have found that States have sometimes erred, not alone from neglect, but from ignorance; and only by the severest and most expensive teachings have they been brought to observe the golden mean between foolish extravagance on the one hand and false economy on the other. Let us offer to these new empires rising in the west the benefit of our costly experience, and, hand in hand with them, seek to advance the highest interests of humanity and to attain a social condition in harmony with divine and natural laws.

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# R E P O R T

OF

Visitation of the Syracuse State Institution for  
Feeble-Minded Children.

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BY THE ASSISTANT SECRETARY.

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# REPORT.

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*To the State Board of Charities :*

On information, through reports in the public press, of the prevalence of typhoid fever among the inmates of the Syracuse State Institution for Feeble-Minded Children, the president of the Board requested me to confer with the secretary of the State Board of Health, with a view to obtain a thorough investigation of the matter, and a critical inspection of the buildings and premises of the institution, by such competent experts as the State Board of Health has at command.

I found Secretary Balch already informed of the existence of the disease in the institution, through reports of the local board of health, and he readily assented to my suggestion to assign one of his officers to visit the institution and inspect its sanitary condition.

Dr. F. C. Curtis was the officer designated and, at his request, I accompanied him in a visitation of the institution October 7, 1892.

The superintendent, Dr. Carson, was absent on a short leave, and the matron, Miss Alvira E. Wood, was temporarily in charge, and from her, Dr. Hathaway, the medical assistant, and Mr. Barnett, the steward, we received every possible assistance in the pursuit of our inquiry and investigation. I regarded my presence as mainly for the purpose of evidencing the interests of the Board in and over the institution, and, therefore, left Dr. Curtis to lead and direct the inquiry, as his expert knowledge would enable him to do with greatly superior advantage. His report will, I assume, in due time, be submitted to his own Board, and I presume be communicated to this Board. Pending the full and accurate information which this will undoubtedly give, I submit for the present information of this Board, such facts as I gleaned in the course of the visit.



It seems that there were "a few scattered cases" of typhoid fever in the fall of 1890, and an alarming outbreak of the same disease in the months of August and September, 1891, so that this is the third successive year that the disease has been present in the institution. I am without information in reference to the cases in 1890, as the fact that there had been any did not appear until just at the close of our visit, and too late to institute inquiry on that occasion respecting them. They are not referred to in the annual report of the superintendent for 1890, and only briefly mentioned as "a few scattered cases" in his report for 1891.

In reference to the epidemic of 1891, the superintendent, in his annual report for that year, stated that "the first case of this disease appeared about the middle of July. Early in August two more cases appeared, and later in the month a new case developed, on an average, of almost every alternate day." The number of cases is not stated more definitely, but there were four deaths. From the medical register and the statements of Dr. Hathaway, we obtained precise information as to the cases that have occurred during the present year.

The first case reported was on June 15, a boy from the south wing of the main building. He had previously been in hospital, and had been in the main building only about two weeks when the disease developed. It was a mild but well marked case.

After an interval of about two weeks, July 2, another case occurred in the girls' department of the main building, followed July 4, by two more from the same dormitory of the same department, and July 8, by still another. July 9, a small girl from another dormitory of the main building was attacked and sent to the hospital. July 11, a boy from the north wing was admitted to hospital. This wing is connected with the main building by a corridor, and the child went to that building for meals. July 13, a small boy from the gymnasium department, an annex of the main building. July 14, a boy from the south wing of the main building. July 16, a girl from the main building. July —, a boy from the south wing, main building. July 27, a boy from the gymnasium department of the main building. July 31, a boy from Fair-

mount. This boy had been at Fairmount only three days, previous to that he had worked about the asylum, and had lodged and boarded at the farm-house on the asylum grounds, immediately north of the main building. He was employed on errands and in general work, and had frequent occasion to visit the main building. The next case was about August 21, a little boy from the main building. On or about the same date, two more cases were sent to the hospital from the boys' building. They were of the older class of boys. About 100 boys occupy the boys' building, and an inclosed corridor connects it with the main building. One of these boys, it is said, never came to the main building, the other came over to his classes, and as he was quite intelligent, he was sometimes sent on errands to the main building. (The last three cases developed during Dr. Hathaway's absence on vacation, and the exact dates can not be stated.) August 26, two boys from the gymnasium department, and six girls, all but one from the main building. The one girl was from the girls' building, which is some little distance south and in the rear of the main building. The girl was employed in the laundry, but, it is said, never had anything to do with soiled clothes from the hospital, and never came near the main building. August 27, a girl from the main building. August 28, two girls from the main building. August 29, one boy from the boys' building, and three girls from the main building. August 30, two boys and two girls, all from the main building. August 31, two girls from the main building.

In addition to the cases among the inmates, there were during the month of August, thirteen cases of typhoid among the attendants. One of these was from the boys' building and twelve were from the main building.

September 1, there were five cases; one attendant from the south wing of the main building, one boy from the boys' building, and three girls from the main building. September 2, there were five cases; one boy and three girls from the main building and one girl from the girls' building. This last girl had been employed in general cleaning in the main building. September 8, two girls from the main building. September 9, a



girl from the main building. September 12, a boy from the north wing and two girls from the main building. This boy had been removed to the north wing from the main building about twelve days previous to the attack. September 13, a girl from the main building. September 14, two girls from the main building and a boy from the boys' building.

Since this last-mentioned date, no new cases had developed at the time of the visit, and there had then been in all seventy-one cases, viz.: Fourteen attendants and fifty-seven inmates. All the attendants were immediately removed from the asylum and treated at their own homes, and all recovered. Thirteen of the inmates were removed to St. Joseph's Hospital for care and treatment, and all of these also recovered. The remaining cases among the inmates were treated in the asylum hospital, and among them there had been, at the time of the visitation, but two deaths. Of the cases then remaining in the hospital, all but one were reported as doing well and likely to recover. In the one exception the typhoid was complicated with kidney trouble and unfavorable results were anticipated.

The inquiries made by Dr. Curtis and the answers given by Dr. Hathaway seemed to leave no doubt of the correctness of the diagnosis in each case.

After the interview with Miss Wood and Dr. Hathaway, we made a tour of the premises, accompanied by Dr. Smith of the local board of health, and Dr. Totman, the local health officer; and the medical men of the party made a thorough inspection and examination of the basements and subcellars of the buildings, the plumbing, draining and sewerage.

At the time of the outbreak of typhoid last year, all the buildings and departments of the institution were supplied with water from the Onondaga Hill reservoir, about five miles distant, whence it is brought to the institution through an iron conduit, which was said to be in good condition. Specimens of this water were at that time subject to analysis by Professor Stoller, of Union College, and Dr. Engerhardt, of Syracuse. Typhoid bacilli were not found present, but there was found some pollution and an excess of albuminoids and free ammonia. Though this was not

quite up to the danger point, the non-use of the water for drinking purposes, except when previously boiled, was advised, and it was accordingly inhibited. About the time that the fever appeared in the asylum, it also broke out in another public institution also supplied with water from the same reservoir. This fact seems to have been regarded as proof conclusive against the water as the cause of the disease, notwithstanding the fact that the analysis did not show dangerous contamination. After the use of this water was discontinued, a year ago, two wells were sunk, one above and directly in the rear of the main building, and the other in the vicinity of the girls' building; and up to the outbreak of the present year, the water from these wells had been used, the medical assistant being quite positive that the children did not use the Onondaga Hill supply, though the faucets remained, and this water was of necessity used in the laundry, bath and water-closets. If it could be positively assumed that the prohibition had been perfectly observed, it would eliminate that source from the present inquiry into the cause of the disease.

Upon the recurrence of typhoid the present season, specimens of the water of the two wells, sunk a year previous, were examined, and that of the "boys' well," the one in the rear of the main building, was pronounced very bad. That from the "girls' well," the one near the girls' building, was not good, but still safe to use. The use of the boys' well was immediately discontinued and the well filled up. The water from the "girls' well" continued to be used at the time of visitation, after boiling, and this, with water from the Bear spring, supplied the asylum for drinking and cooking purposes. The ice supplied to the asylum is cut on the Onondaga Hill reservoir, but none of this is used by the inmates. The milk used is from the asylum farm at Fairmount, with occasional purchases from the City Milk Association, and has been pronounced wholesome.

The superintendent and the medical assistant seem most active and earnest in efforts to discover the cause of the disease, and are both, it appears, firmly convinced that it is in the water supply. My own views, as a non-expert, without special knowledge, must necessarily have little weight, and I submit them with diffidence.



It will be marked that, in nearly every case, the subjects of this disease during the present season have either been inmates of the main building, annex, wings or departments, or they have been more or less intimately associated or connected with it or them. It has been the center and focus of the epidemic this year, I am informed, as well as in 1891. This fact directs my suspicions to this building and its appurtenances as the habitat of the disease. Aside from the fact that the epidemic originated and most prevailed in this building, there are other facts which strengthen this theory of location. The main building, so called, is the old structure of the asylum, erected and first occupied in 1854. It then had brick drains, one of which still remains in the basement. There may be others of which the present superintendent and officers know nothing. The plumbing and sewerage under this building have, during its long occupancy, been repeatedly altered and repaired, and it is possible, and I believe highly probable, that some of the drains and sewers which were discarded in these changes remain, and are present receptacles for disease germs. A further fact which seems to point to this as the location of the trouble is the pollution of the "boys' well." This well was sunk directly in the rear of the main building, and on a somewhat higher elevation. The underlying rock is slate or shale, probably the latter. This well was about thirty-five feet deep and, at that point, there was about nineteen feet of soil overlying the rock. While the surface of the soil slopes from the well toward the building, my observation leads to a very strong belief that the slope of the rock is in the other direction. If I am correct in this opinion, then any source of pollution which exists in and about the foundation of the main building, must find its way along the surface of this rock and into the well. It can go nowhere else, nor can the well apparently be polluted from any other source.

There are sewers, one from the main building and one from the girls' building. Both of these sewers empty into Harbor brook, a small stream that flows about the base of the elevation on which the asylum is located, and through a considerable suburb of the city of Syracuse. Until recently the mouths of these sewers have

been open, but since the last outbreak of fever they have been lowered so that they are now covered by water, but there is not sufficient flow of water in the stream to make it a proper receptacle for the bestowal of sewage.

The visitors found that everything at present possible, had apparently been done by the local board and the officers of the asylum, but this visit was regarded as merely preliminary to such future investigation as will settle, if possible, the source of the disease.

Respectfully submitted,

JAMES O. FANNING,

*Assistant Secretary.*

Albany, October 12, 1892.





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# R E P O R T

ON THE

Condition of Inmates of Certain Poor-Houses  
Heretofore Classed as Insane.

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BY THE SECRETARY.

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# R E P O R T.

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*To the State Board of Charities:*

In compliance with instructions of the president of the Board and of the chairman of the standing committee of the Board on the insane, directing me to visit such county poor-houses as practicable, and examine and inquire into the condition of certain inmates of these institutions heretofore classed as insane, and to furnish the Board all obtainable information respecting them, I beg to say that I have visited the poor-houses of Onondaga, Wayne, Livingston, Broome, Cayuga, Wyoming, Herkimer and Cortland counties, and respectfully submit this, my report:

## ONONDAGA COUNTY POOR-HOUSE.

According to the annual report of the superintendent of the poor of Onondaga county, there were forty-four (44) insane women in the asylum department of the Onondaga County Poor-house on the 1st day of October, 1891, all of the insane men of the institution having previously been removed to the St. Lawrence State Hospital. Since then, two (2) of these women — Julia Sullivan and Ann Walsh — have died, and twenty-eight (28) were removed to the Willard State Hospital May 19, 1892, upon the order of the State Commission in Lunacy. Mr. John Q. Fellows, superintendent of the poor of Onondaga county, informs me that after he had received notice from the State Commission in Lunacy that he would be required to remove the insane women of the county to the Willard State Hospital, by invitation of the Commission, he had a conference with Secretary McGarr, who advised him to call two physicians and cause these insane women to be examined, and to retain such cases as could safely be kept in the county poor-house; and that in pursuance of such advice he did, on the 28th day of April, 1892, cause such examination to be made by



Dr. Franklin Jno. Kaufman and Dr. Maurice G. Rood, resulting in an order by Hon. A. J. Northrup, county judge of Onondaga county, for the discharge from the asylum of said county of fourteen (14) of the insane women then in the institution. The following is a copy of the testimony of Drs. Kaufman and Rood, taken before Hon. A. J. Northrup, county judge, under the date of April 28, 1892, in respect to certain women then in the asylum department of the Onondaga County Poor-house classed as insane:

“Franklin Jno. Kaufman and Maurice G. Rood, both of said county, being duly sworn, depose and say that they are each physicians duly qualified and certified as examiners in lunacy; that said Dr. Kaufman resides in Syracuse and said Dr. Rood resides at Onondaga Hill and is the regular physician at the Onondaga County Poor-house and Asylum, and has been such for a little over a year past, and was visiting physician for five or six years prior thereto.

“Deponents further say that they, together, and on April 28, 1892, at the asylum of said poor-house, carefully examined each of the hereinafter-named persons, patients in said asylum, and learned all they could as to their habits, tendencies and mental condition and past history in respect to such mental condition.

“Deponents after such examination are each fully satisfied that it is safe, legal and right to discharge said hereinafter named persons from said asylum, both as regards the said individuals, and the public, and that no harm would come to either of said individuals, or any of them, or to the public, from such discharge; that they are free from suicidal or homicidal tendencies, and are not violent, destructive or dangerous to themselves or others.

“Deponents further say that the following are the names of the persons so examined and recommended for discharge as aforesaid, viz.: Julia De Forest, Anna Williams, Mary Kelly, Maggie Mahoney, Mary O'Brien, Julia Driscoll, Fredel Wolf, Libbie Walters, Jane Hamilton, Ellen Doherty, Ellen Kelly, Katie Blaich and Ellen Mehan.”

The order of Judge Northrup discharging such women from the Onondaga County Asylum, dated May 5, 1892, was in language as follows :

"It having been satisfactorily proven to me by the affidavits of Dr. Franklin J. Kaufman, Dr. Maurice G. Rood and William Crillings and Henry C. Fellows, who were each examined and sworn by me as to the facts set forth in said affidavits, that it is safe, legal and right both as regards the several individuals hereinafter named, who are now inmates of the Onondaga County Insane Asylum, in connection with the Onondaga County Poor-house, and the public, to discharge said persons from said asylum, now, on application of John Q. Fellows, Esq., superintendent of the poor of Onondaga county, it is ordered that Julia De Forest, Anna Williams, Mary Kelly, Mary Sullivan, Maggie Mahoney, Mary O'Brien, Julia Driscoll, Fredel Wolf, Libbie Walters, Jane Hamilton, Ellen Doherty, Ellen Kelly, Katie Blaich and Ellen Mehan, inmates of said asylum, be forthwith discharged therefrom."

I visited the Onondaga County Poor-house in company with the superintendent of the poor on the 2d inst., and carefully examined these fourteen (14) women and took notes of their condition, and on the 3d inst. examined the medical certificates on file in the office of the county clerk, upon which they were respectively committed, and made copies in each case of such certificates. The records of the poor-house respecting the insane are so incomplete that I could not determine with any accuracy as to which, if any, of these women had ever been at the State Lunatic Asylum, at Utica, to which this county until recently has sent its acute insane. I therefore visited that institution on the 7th inst., and found from its records that only one of these women had ever been a patient in it, viz.: Katie Blaich, from July 19, 1873 to July 6, 1874, and was discharged unimproved.

The following is from my notes in regard to the condition of these fourteen (14) women, and copies of the medical certificates in each case, a number of which, it will be seen, were made in 1889, as directed by the State Commission in Lunacy, the certificates upon which they were originally committed, if ever filed, being imperfect, or having been lost.



## Julia De Forest.

Admitted June 15, 1883, then 55 years old; a widow, of Irish birth; chronic mania, with delusions as to the contents of the cavities of her body, imagining that they all communicated with the cranial cavity; is generally noisy nights; filthy in her habits; does not work; there is no record of her having been in any State asylum.

*Medical certificates, June 14, 1883.*

Dr. Henry L. Elsner certified: "Close examination — facies, hallucinations, perverted ideas, constantly awaiting a near death, imagining that the contents of all cavities have found their way into cranial cavity, etc."

Dr. Amos S. Edwards certified: "Hallucinations and dementia, changeable, emotional, fretful and careless."

## Anna Williams (Colored).

Admitted February 13, 1880, then 50 years old and unmarried; chronic mania, with delusions of persecution and of attempts to poison her by putting snakes in her bed, and that others pollute her person with dirt and filth, and also filth her food; is in poor physical condition, and at times noisy and violent; there is no record of her having ever been in any State asylum.

*Medical certificates, October 23, 1889.*

Dr. A. J. Lane certified: "Delusion that she was poisoned by an adder in the bed; that the poison went all through her and settled in her limbs; has much trouble with snakes; will shake her sheets to get rid of the snakes; has been in Onondaga asylum ten years; says Mr. O'Hara goes about insulting people."

Dr. Franklin Jno. Kaufman certified: "Says she was poisoned by her bed, and it was probably an adder, and it settled in her limbs; says she saw the adder in bed; it **did not** bite her, but breathed in her face; shakes the sheets to put the snakes out; says Mr. O'Hara insults people, and says he is the cause of her not getting her mind."

**Mary Kelly.**

Admitted August 29, 1882, then aged 50 years, and said to be a widow of Irish birth; chronic mania, with progressive dementia; at times violent, and exceedingly noisy at night; there is no record of her having ever been in any State asylum.

*Medical certificates, August 29, 1882.*

Dr. J. W. Knapp certified: "A disposition to injure those who are friendly to her, and incoherence of ideas."

Dr. John P. Shumeray certified: "Fear of bodily harm, wandering about from house to house with no particular object in view, and a wild and glaring expression."

**Mary Sullivan.**

Admitted October 26, 1876, then 40 years old, and said to be married; chronic mania, with dementia; imagines that her home is near by, and spends considerable time at the windows in talking incoherently with her children; at times violent and noisy; there is no record of her ever having been in any State asylum.

*Medical certificates, October 23, 1889.*

Dr. A. J. Lane certified: "Talks incoherently; fancies that she has a family of boys in next house; also that plenty of people would take her out and build her a good house; if any person troubles her while at work she becomes very violent and is ugly; has been in Onondaga asylum a long time."

Dr. Franklin Jno. Kaufman certified: "When asked where she is from she says from next house; don't know her age; speaks about everything; thinks she lives in the next house; says people want her to come to her boys in next house; talks incoherently; violent at times; will strike people with what she can get hold of."

**Maggie Mahoney.**

Admitted March 13, 1875, aged then 40 years; native of Ireland, and single; chronic mania; very excitable and noisy; claims to have been defrauded before admitted to the institution, and also



to have been defrauded of her labor since a patient; at one time worked in the asylum kitchen, but at present labors but little; is very loud in her denunciations against those whom she claims have defrauded her, and when excited is profane and almost incoherent; was never in any State asylum, so far as could be learned.

*Medical certificates, October 23, 1889*

Dr. Franklin Jno. Kaufman certified: "Talks all the time; swears and talks wildly to us; has delusions that somebody has broken into her house and stolen her clothing; says she has no clothes on; talks all the time; is excitable; says she saw a man shot in church; talks about Mary, and says Mary was an honest man, and calls us vagabonds."

Dr. A. J. Lane certified: "Talks loudly, constantly, incoherently; calls persons all sorts of names; delusion that some person broke into her room and stole all her clothes; is a good worker when undisturbed; has been in Onondaga county asylum a long time."

Mary O'Brien.

Admitted March 9, 1877, then 45 years old; a widow, born in Ireland; chronic mania; at times very excited and noisy; is in good physical condition and works in the keeper's kitchen, being domiciled at night with the other patients; there is no record of her having ever been in any State asylum.

*Medical certificates, December 12, 1889.*

Dr. Wm. J. Ayling certified: "Has times of becoming excited, and has to go off by herself to get quiet; thinks she was arrested for stealing, and keeps denying and describing how it was impossible that she did it; is slow in pronouncing her words, etc.; has been confined to asylum twelve years, where she now is."

Dr. Fred W. Sears certified: "Has been **in** Onondaga asylum twelve years; has no definite knowledge as to the cause for which she was sent here; talks rational for a short time and then becomes very much excited and rambling in her conversation."

## Julia Driscoll.

Admitted May 29, 1872, then 38 years old, single, native of Ireland; chronic dementia; incoherent, and at times excited and noisy; works in the wash-house; there is no record of her having ever been in any State asylum.

*Medical certificates, October 23, 1889.*

Dr. Franklin Jno. Kaufman certified: "Talks a great deal; keeps in constant motion; says very little; will answer questions; talks incoherently and articulates poorly; will answer questions when put to her and repeated; has been here a long time; speaks about a piece of paper being sent for her."

Dr. A. J. Lane certified: "Talks incoherently; articulation imperfect; sits and moves forward and backward; can not get an intelligent answer to most simple questions; has been a long time in Onondaga asylum; don't know any cause for trouble."

## Fredel Wolf.

Admitted June 11, 1867, then 40 years old; single, native of Germany; chronic dementia; incoherent and generally quiet; does some work in wash-room and kitchen, but needs constant supervision; is inclined to be filthy in her habits; there is no record of her ever having been in any State asylum.

*Medical certificates, December 12, 1889.*

Dr. Fred W. Sears, certified: "Has been in Onondaga asylum twenty-two years; no memory of past events; would work night and day if they would allow her to; never says anything unless she is spoken to; can not speak English, but understands it well enough to do what she is told to do."

Dr. Wm. J. Ayling certified: "Twenty-two years in Onondaga asylum; loss of memory; no appreciation of past time; seems to know nothing; don't know whether she has lived here in Syracuse or anywhere else; seems only weakminded; never says anything to attendants, etc.; would work right along unless stopped, etc."



**Libbie Walters.**

Admitted March 25, 1881, then 32 years old; a native of New York city, and single; congenitally weakminded; works in the wash-house; was found in the yard sitting upon the ground with her dress disordered; is badly sunburned by exposure in the yard, and untidy in her person and habits; there is no record of her ever having been in any State asylum.

*Medical certificates, October 23, 1889.*

Dr. A. J. Lane certified: "Born idiot; has been in Onondaga many years; a perfect blank."

Dr. Franklin Jno. Kaufman certified: "She is born idiot; has been here a great many years."

**Jane Hamilton.**

Admitted July 9, 1867, then 32 years old; discharged October 7, 1869, and readmitted May 13, 1871; native born and single; chronic dementia; entirely idle and needing constant care; there is no record of her ever having been in any State asylum.

*Medical certificates, October 23, 1889.*

Dr. A. J. Lane certified: "Delusion; fancies that she is cooking pastry; will swear, dance and sing; is perfectly happy; caused by jealousy; has been in Onondaga asylum long time; don't know any cause."

Dr. Franklin Jno. Kaufman certified: "Laughs at times; imagines she is cooking at times; swears at times; will dance and sing; must have constant care; as happy as the day is long, laughing at times about nothing; caused by jealousy; has been here a long time."

**Ellen Doherty.**

Admitted March 4, 1870, then 30 years of age; birth, Ireland; married. She was found in the yard sitting on the ground with her clothes drawn over her head and her person exposed; is demented and incoherent, and also untidy in her person; works some in the wash-house; but unless watched, the attendants say, will go into the yard in the most inclement weather and sit upon

the ground with her clothes drawn over her head, as found to-day, talking incoherently; there is no record of her ever having been in any State asylum.

*Medical certificates, October 25, 1889.*

Dr. Franklin Jno. Kaufman certified: "Speaks to herself at times, and always tries to jump over something on the floor; puts her clothing over her head; speaks very badly; uses bad language; has delusions that somebody is talking against her; has a delusion that she sees somebody walking very peculiarly and tries to mimic it."

Dr. A. J. Lane certified: "Talks to herself while walking; jumps as if jumping over something; will pull her dress over her head; will give wrong answers to simple questions; fancies that somebody is talking about her; has been in Onondaga asylum a long time."

**Ellen Kelly.**

Admitted August 29, 1882, then 57 years old; married; native of Ireland; chronic mania; very excitable, and at times violent, noisy and profane; works some in the laundry; there is no record of her ever having been in any State asylum.

*Medical certificates, October 23, 1889.*

Dr. Franklin Jno. Kaufman certified: "Will not do as told; speaks all the time; very obstinate; will scold all the time; swears terribly; has delusions about money; had more than everybody else; caused by a fever; says she will sue me for stealing money; scolds and swears terribly."

Dr. A. J. Lane certified: "When asked a question she flies into a violent temper; will swear and use smutty language; fancies that she has much money and fine clothes; is laughing all the time; talks all the time, six or eight different subjects in same minute; caused by fever."

**Katie Blaich.**

Admitted November 10, 1874, then 38 years old, of German birth, and married. Chronic mania; generally quiet, but at times excitable and noisy; imagines that her food is poisoned, and



accuses her husband of bad faith and cruel treatment; is cleanly in her person, and works in the wash-house and ironing-room; was in State Lunatic Asylum, Utica, from July 19, 1873, to July 6, 1874, and discharged as unimproved.

*Medical certificates, December 12, 1889.*

Dr. Fred W. Sears certified: "Has been at Onondaga asylum fifteen years; imagines her food is poisoned; imagined people were stealing from her, and her husband had other women at her home, and because she got mad he sent her off here; talks constantly of her husband and his moving away from her; on other subjects quite rational."

Dr. William J. Ayling certified: "Has been fifteen years in Onondaga asylum; has delusions at times; thinks some one is putting poison in her food, and imagines some one is stealing from her all the time; said her husband had lots of lovers, etc.; says her husband stoned her when she was carrying child, and killed it, etc.; loss of her place, her home, caused her to lose her mind — putting it in her husband's name."

Ellen Mehan.

Admitted July 18, 1886, then 48 years old, native of Ireland, single; chronic dementia; incoherent, and needing constant supervision and care; does some work in the wash-house, and generally free from excitement. The records of the State Lunatic Asylum do not corroborate the statement of Drs. Ayling and Sears that this woman has been in that institution.

*Medical certificates, December 12, 1889.*

Dr. Wm. J. Ayling certified: "Has usual symptoms of enfeebled mind; never educated; could never be taught; has been one year in Utica and several years in Onondaga asylum; is not capable of caring for herself; is childish and easily led; minds anyone, etc."

Dr. Fred W. Sears certified: "Has been at Utica asylum one year; been in insane department of Onondaga County Alms-house for twenty years; loss of memory; never has been educated; not teachable; seems to have no interest in anything about her; has

a stupid stare, and completely unfit to care for herself in any respect."

It only remains to add that these fourteen (14) women thus discharged were not removed from the asylum department of the Onondaga County Poor-house, that they are still insane, and, from my examination are in about the same condition as found in former visits to the institution. They occupy the first floor of the asylum building to which thirteen (13) pauper women have been removed from the poor-house proper, and with whom they freely associate. The second floor of the building is occupied by about thirty (30) pauper women, who were also removed from the poor-house after the transfer of the twenty-eight (28) insane women to the Willard State Hospital in May last. There is a female attendant on each of the wards of this building, and a separate kitchen and dining-room are maintained, the fourteen (14) women referred to being fed at the same table with the pauper women. A physician visits the poor-house daily, and oftener if required, and these women receive only the same attention as the other pauper inmates.

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### WAYNE COUNTY POOR-HOUSE.

According to the returns of the superintendent of the poor, there were forty-nine insane in the asylum department of the Wayne County Poor-house, October 1, 1891, of whom twenty-seven were men and twenty-two women. The changes since then, as shown by the records of the institution, have been as follows: Transferred to the Willard State Hospital May 13, 1892, by order of the State Commission in Lunacy, twenty-seven; to the Rochester State Hospital, one; to the Custodial State Asylum, for Feeble-Minded, at Newark, one; discharged to their relatives or friends, two; as recovered, three; absconded, two; died, two; this left eleven in the institution, six men and five women, viz.: William Everson, Stephen D. Howell, Jacob Legner, Charles E. Bender, Byron Jones, William Codman, Lucy Goldsmith, Alice Pulver, Caroline C. Lyman, Hannah Cristy and Elsie Van Epps.



I visited the institution on the 9, inst., and carefully examined these eleven persons, and the medical certificates on file in respect to them, both those made at the time of their commitment, and at the time of their discharge to the poor-house. The superintendent of the poor informed me that when he received notice from the State Commission in Lunacy last spring, that he would soon be required to remove the insane of the county to the Willard State Hospital, he called in Dr. J. W. Putnam and Dr. John W. Robinson, and submitted all of the insane of the institution to their examination, and that the eleven cases above referred to were retained in the poor-house upon their recommendation, and with the approval of Hon. Luther M. Norton, county judge. When questioned upon the subject, he said that he thought it was in accordance with the wishes of the State Commission in Lunacy that he should retain in the poor-house as many mild and quiet cases as possible, and that he was governed in the matter by this view. He was not certain whether the Commission had written him upon the subject, or whether he had otherwise learned its wishes in the matter. The following was copied from a communication from the State Commission in Lunacy to the Wayne county superintendent of the poor, dated May 5, 1892, accompanying the order directing the transfer of the insane from the Wayne County Poor-house to the Willard State Hospital :

“The commission hopes that proper discrimination has been made in the selection of the cases to remain in the Wayne County House, otherwise it may hereafter be necessary to commit them as new cases, which would require that the rate of \$4.25 per week be charged for their care. Such of the 28 patients as have been in your institution three years or longer will be charged at the rate of \$2.25 per week at the Willard State Hospital.”

It appears from the foregoing abstract that the Commission in Lunacy was aware that the superintendent of the poor of Wayne county had taken measures to retain certain insane in the Wayne County Poor-house, and the superintendent informed me that before he received the order for the removal of the insane of the county to the Willard State Hospital he had forwarded to the

Commission in Lunacy copies of the medical certificates in the cases of each of the eleven persons retained, and that he had received nothing from the Commission indicating its disapproval of his action.

Upon the removal of the insane of Wayne county to the Willard State Hospital, May 13, 1892, all of the inmates of the poor-house proper, except some twelve aged women and two helpless idiotic girls were transferred to the asylum building, the males being placed on the first, and the females on the second story. The six insane men and five insane women retained in the institution are provided for in common with the other paupers, and are unrestricted in their intercourse with them. The sexes can be kept separate in the building, but there is no means for their separation when out of doors.

The wife of the keeper acts as matron of the institution, and has a woman under paid employ, formerly cook in the asylum. The eleven insane receive the same attention, medical and otherwise, as accorded the other inmates. The building was found in good condition, and the halls, rooms and beds clean and in proper order.

Following are copies of the medical certificates upon which these eleven insane were committed, and also copies of the medical certificates upon which they were discharged, with notes of my examinations and observations in each case as to their condition at the time of my visit:

#### William Everson.

Admitted September 27, 1876, then 36 years old; native born and unmarried; transferred from State Lunatic Asylum, Utica, where he had been an inmate two years. He is very talkative, in good physical condition, and works on the halls. He is still insane; says he must go out to work, and always talks of going to Cleveland, Ohio, where he once resided. The medical certificates on which he was committed to the State Lunatic Asylum are not on file, nor have copies of them been preserved.

Doctors Putnam and Robinson, under date of April 30, 1892,



certified as follows: "This man has never been violent, never destructive or suicidal."

They recommended him to be discharged to the care of the keeper of the Wayne County Alms-house.

Stephen D. Howell.

Admitted February 17, 1882, then 57 years of age; a married man, native of Wayne county; was in the State Lunatic Asylum, at Utica, two and one-half years; discharged in 1854; remained with his family a few months and then went to Vermont, and was in the asylum at Brattleboro, Vt., about twenty years. There are no copies of the medical certificates on which he was committed to the State Lunatic Asylum on file. The man is somewhat demented, but quiet and orderly when being examined. The keeper says "he sings almost constantly when alone." There is no doubt that he is still insane and needs supervision.

Doctors Putnam and Robinson certified April 30, 1892, respecting him, as follows: "His mental and physical condition has slightly improved since he came here. He is a good worker, and very faithful in the performance of his allotted duties. His friends wish him left in the care of the keeper of the Wayne County Alms-house. We recommend the same."

Jacob Legner.

Admitted February 12, 1878, then 36 years old, single man, native of Holland; was in the State Lunatic Asylum at Utica four and one-half years previous to 1878. There are no copies of the medical certificates on which he was committed to the State Lunatic Asylum on file. He is a quiet, demented man, with a downcast look; answers questions when asked, but is not inclined to talk; does some work on the farm under supervision.

He was re-examined December 26, 1889, by Dr. M. A. Veeder and Dr. M. E. Carmer.

Dr. Veeder certified the following: "Is weak-minded, says he was compelled to sell his farm because he had catarrh in the head; ideas are confused and indistinct; wanders, has eccentricities of manners, always walks in the middle of the road."

Dr. Carmer certified as follows: "Is feeble-minded, says he sold his farm because he had catarrh; gave the money to his brother; likes it better here than on the farm, work not so hard, etc."

Drs. Putnam and Robinson certified regarding this man, April 30, 1892, as follows: "There has been no decided change in his mental or physical condition in several years. He is a good worker, and very reliable and trusty, and his friends wish him left in charge of the keeper of the Wayne County Alms-house. We recommend that he be so left."

Charles E. Bender.

Admitted November 23, 1885, then 32 years old; native born and unmarried. The medical certificates, by Dr. Fletcher J. Sherman and Dr. John M. Robinson, bear date November 30, 1885.

Dr. Sherman certified: "He is a masturbator to that extent that his mind is demented. He imagines that his friends are trying to misuse him, and, at times, becomes violent towards them."

Dr. Robinson certified as follows: "That he is a masturbator; if crossed in any way he becomes violent and endeavors to do personal injury to those whom he imagines are trying to injure him."

Doctors Putnam and Robinson certified in respect to him, April 30, 1892, as follows: "His mental condition has improved markedly during the past few years, and he is in good bodily health. His friends wish him left in charge of the keeper of the Wayne County Alms-house. He is steady and a good worker. We recommend that he be left here in charge of the keeper."

My examination showed that this man is considerably demented, more or less confused in his ideas, and slow in answering questions, and slovenly in his person and habits; says he is not treated well, but can not tell in what respects; he works some on the farm; there is no record of his having been in any State asylum.

Byron Jones.

Admitted April 19, 1879, a single man, native born, and 30 years old, when admitted.

The medical certificates by Dr. M. A. Veeder and Dr. M. E. Carmer, bear date December 13, 1889.



The following is a copy of the certificate of Dr. Veeder: "Evidently weak-minded, somewhat confused in speech; expresses incoherent and irrational ideas."

Dr. Carmer certified respecting him, as follows: "Is weak-minded; has some trouble, mostly toothache; but not so bad as trying to kill a man, etc. Incoherent in speech to some extent and rather slow of thought. Says he came down from the sky with his arms folded; went up and down alone."

The following is a copy of the certificate of Drs. Putnam and Robinson, bearing date April 30, 1892: "He could have a bridge across the canal. He had stood on snakes' tails, and when he got off let them go. His mental and physical condition has not much improved of late, though much better than two years ago. He is a good worker, and perfectly harmless, and his family wish him left in charge of the keeper of Wayne County Alms-house, and we recommend the same."

My examination confirmed the fact of his having delusions in regard to coming down from the sky, and as to the other matters set forth in the medical certificates. He works in the garden mostly in the onion beds, and feeding the hogs, and is untidy in his person. There is no evidence of his having ever been in any State asylum.

#### William Codman.

Admitted February 27, 1870, then 60 years old, native born and unmarried. The medical certificates bear date December 13, 1889, and are by Dr. M. A. Veeder and Dr. M. E. Carmer.

Dr. Veeder certified: "Says he is one year and ten days old; is evidently imbecile; when asked his name says Gillman instead of William."

Dr. Carmer's certificate is as follows: "He says that he has changed his name to Gillman; that he is a year and ten days old; that he has been of that age ever since he came here, and that it is very hard for him to get any older."

Drs. Putnam and Robinson, under date of April 30, 1892, certified as follows: "There has been no decided change in his physical and mental condition for several years. He is a very

faithful worker and his friends wish him left in charge of the Wayne County Alms-house, and we recommend the same."

According to my examination and opinion, this man is greatly demented and unable to guide his conduct and actions. He has the same delusion as to his age, as set forth in the preceding medical certificate, and is wholly irresponsible. There is no record of his having ever been at any State asylum.

#### Lucy Goldsmith.

Admitted May 6, 1886, native born, married, and about 50 years old. The medical certificates by Dr. J. M. Turner and Dr. Cepha C. Hall bear date October 8, 1886.

The following is a copy of the certificate of Dr. Turner: "Family history reveals a hereditary tendency, expression of countenance, manner and words spoken, diffuse and faulty ideas growing out of perversion or weakening of the logical apparatus. I believe her a proper person for treatment in an asylum."

Dr. Hall certified thus: "The history of her family reveals a hereditary tendency to lunacy. Her manner of expression and words spoken show delusions and perverted reasoning powers. I believe her to be a proper person for treatment in an insane asylum."

The following is the certificate of Drs. Putnam and Robinson, bearing date April 30, 1892: "She is orderly and peaceable and very reliable, and her friends request that she be committed to the care of the keeper of the Wayne County Alms-house. Her mental condition has slightly improved, and she is in a fair condition of bodily health. We recommend that the friends' request be granted."

My examination shows this woman to be in about the same condition as described by Drs. Turner and Hall in 1886, and needing the same supervision and care as then. There is no record of her having ever been in any State asylum.

#### Alice Pulver.

Admitted July 7, 1882, then 18 years of age; native born and unmarried. The medical certificates of Dr. Charles G. Pomeroy and Dr. W. F. Nutten bear date July 5, 1882.



Dr. Pomeroy certified: "She has evidently lost her reason and connection of thought; talks incoherently; attacks those about her; does not recognize her friends and relatives, and has to be controlled to keep her from injuring herself and others; thinks she is away from home when she is at home. This mania has been preceded by epileptic fits, and the violent manifestation of it following after a fit."

The certificate of Dr. Nutten is as follows: "Talks incoherently; has entirely lost her reason; does not know where she is; not even recognizes her mother; calls for her when she is present, and does not recognize her presence when her mother speaks to her; climbs out of windows and is beyond all control; mania caused from and immediately following epileptic fits."

Drs. Putnam and Robinson, certified in respect to this woman, April 1, 1892, as follows: "There has not been much improvement in her physical and mental condition since she came here, but is a very willing and cheerful worker, and her friends wish her left in charge of the keeper of the Wayne County Alms-house, which we agree to."

My examination of this woman shows her to be in about the same condition as set forth in the certificates of Drs. Pomeroy and Nutten in 1882, and, in my opinion, she requires supervision and care to the same extent as then. It was learned that she has never been in any State asylum, or institution for epileptics.

### Caroline C. Lyman.

Admitted August 15, 1888, then 37 years old, native born and single. The medical certificates, June 15, 1889, were by Dr. John M. Robinson and Dr. Myron E. Carner.

Dr. Robinson certified as follows: This woman was found about twelve miles from her home sitting on the fence unable to give any account of herself, and brought to the Wayne County Alms-house by the poormaster of Savannah. Her father heard of her whereabouts, and it was learned from him that she had been in that condition for the past twenty years; that previous to this she was intelligent and had been a school teacher. She

had an attack of whooping-cough about twenty years ago, and since that time she has had all the appearance of an insane person."

The following is a copy of the certificate of Dr. Carner in relation to her: "This woman was found about twelve miles from her home on a fence and unwilling to give an account of herself. She was brought to the Wayne County House by the poormaster of Savannah, and her father learning of her whereabouts has since called here. He states that she has been in this condition for twenty years past; that previous to that time she was intelligent and had been a school teacher. She is very morose and taciturn; not willing to answer questions, becomes turbulent, at times is profane and abusive in her language. She has the general appearance of an insane person."

Drs. Putnam and Robinson, under date of April 30, 1892, certified regarding her condition then as follows: "She has been improving physically and mentally for some time; is a good worker and gives no trouble, and wishes to be left in the care of the keeper of the Wayne County Alms-house. We recommend that she be left in charge of the keeper."

My examination of this woman fully confirms the opinions of Drs. Robinson and Carner respecting her condition as set forth in their certificates of June 15, 1889. She is possibly more quiet in her manner than then, owing to dementia; but she still has all the appearance of being insane, and doubtless is insane, and would wander away if allowed full liberty. The records show that she has never been in any State asylum.

### Hannah Cristy.

Admitted March 1, 1880, then 33 years old, single and native born. The medical certificates by Dr. J. M. Turner and Dr. John M. Robinson, bear date January 10, 1884.

Dr. Turner certified: "Personal history for the past few months indicates great loss of mental power, expression of countenance, manner and words spoken. At the present time she talks inco-



herently; mind seems to be wholly incapable of retaining events; at times suffers from delusions relative to departed friends."

Dr. Robinson thus certified: "She does not know her age or where she was born; seems to have lost her mind, and I think her a fit subject for the lunatic asylum."

Drs. Putnam and Robinson certified in regard to this woman, April 30, 1892, as follows: "Her mental condition has not much changed of late, and her physical condition is somewhat improved, and is fairly good for one of her age. Her friends wish her left in charge of the keeper of the Wayne County Alms-house, and we recommend that the request be complied with."

This woman keeps her room, and she was found about in the same condition as set forth in the preceding certificates. There is no evidence of her ever having been in any State asylum.

### Elsie Van Epps.

Committed to the Buffalo State Asylum on the medical certificates of Dr. Albert S. Hall and Dr. Ferdinand M. Pasco, May 25, 1887, being then 28 years old, and unmarried; at the end of about two years in the Buffalo State Asylum she was transferred to the Wayne County Asylum, said to have been unimproved.

The following is a copy of the certificate of Dr. Hall, regarding her condition when sent to the Buffalo State Asylum. "She stated to me that for a long time past, to within a recent time, she had practiced masturbation, as a consequence of which her brain had underwent softening, or in some way became affected so that her mind was not right; said this condition was due to neglect of her mother for whom she expressed great dislike, and would not allow her to remain in the room or near her during the day of my visit. Early this morning she was violent and struck her mother with a stone; confessed having thrown various objects at different persons on various occasions; as having smashed with an axe the windows of her mother's house; as having on several occasions threatened and even attempted suicide, for all of which she expressed the utmost indifference and went so far as to justify herself in committing such acts. Has the delusion that she is to be committed to an incurable hospital where she will not be

treated, but simply confined during her lifetime. Her emotions are perverted and she appears unable to exercise for any considerable time a feeling of love for others; while on the contrary she manifests a strong feeling of hatred to most people, which she tends to express many times in acts of violence to persons and property. Her reasoning faculties upon a cursory examination are such that persons unfamiliar with the various forms of mental derangement would readily be deceived into the belief of her sanity. Her mental and physical condition is faithfully represented in that form of insanity known as hysterical mania."

Dr. Pasco certified respecting her as follows: "From the personal appearance of the woman; from the history of the case given by herself, her mother and sister, that for five years or more, she has had times varying from two to four weeks paroxysm of violence, when she would talk loudly, be very willful, and would not be controlled; would throw stones and other objects at persons, and at the house through the windows at persons within. She would run away from home, wandering along the shore of the lake, and in the woods, not properly clothed. At times her family were obliged to restrain her, which was much against her will, and she would therefore threaten suicide, or the burning of the buildings, and in other and various ways try to destroy property and injure persons, so that the family were afraid of her. She manifested a decided hatred to her mother and others who try to restrain her, and now has a delusion that she is to be taken to an incurable asylum. She converses with much intelligence on many topics, and is calculated to deceive those who are not familiar with the various forms of insanity."

Drs. Putnam and Robinson certified, April 30, 1892, respecting her, as follows: "She says that she likes the boys, and always did want to sit on their laps, etc.; acknowledges that she used to commit masturbation, but says that she has stopped it now. Sits in her chair, converses coherently on all subjects, rather nervous and quiet in her movements. She is now much improved mentally and physically; very industrious; steady worker, and her parents



wish her left in charge of the keeper of the Wayne County Almshouse, and we recommend the same."

The certificate of Drs. Putnam and Robinson correctly states the condition of this woman, but judging from her past history and her present appearance and actions, it is believed that she needs careful asylum supervision and care.

### Conclusions.

The results of my examinations and inquiries respecting these eleven persons, now inmates of the Wayne County Poorhouse, and heretofore reported as insane, may be briefly summarized as follows:

1. That four of them have been treated in State asylums; that the others have never received any treatment except in the county asylum.

2. That the certificates of Doctors Putnam and Robinson, who examined them April 30, 1892, show that they are all still insane, copies of which certificates were furnished the State Commission in Lunacy.

3. That they were left in charge of the keeper of the Wayne County Poorhouse at their own request, or at the request of their friends, upon the recommendation of Doctors Putnam and Robinson, with the approval of the county judge.

4. That they occupy the same building used by them prior to April 30, 1892, to which the paupers from the poorhouse proper have been removed, and with whom they are in unrestricted association.

5. My examination, inquiries and observations lead me to believe that all of these eleven persons are insane to such an extent as to require constant, intelligent and careful supervision, and that not one of them could be safely trusted in a family, or institution of any kind, without such supervision.

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### LIVINGSTON COUNTY POOR-HOUSE.

According to the annual returns of the superintendent of the poor, there were nineteen insane men and thirty insane women in the asylum department of the Livingston County Poorhouse

October 1, 1891, making a total of forty-nine. Since then, thirty-three have been transferred to the Willard State Hospital, May 26, 1892, by order of the State Commission in Lunacy; one has been discharged as not insane — Almira Cutler — and placed in the poor-house; seven have been discharged to the care of their relatives, and five have been discharged upon the order of the county judge, viz.: Mary Forsyth, Jeanette Meyers, Daniel Nevills, Nelson Walker and Barrett Stoddard. Mary Forsyth has since been removed by her relatives, and Terrence Murray discharged to the care of his sister is still in the institution. Jeanette Meyers has been removed to the poor-house, but the men remain in the asylum building. There are also two adult male idiots, one male epileptic, and two aged men from the poor-house in this building. The asylum building, heretofore used for women, was unoccupied, at the time of my visit, September 14 and 15, 1892, and it is said that it is not needed for poor-house purposes.

The following is a copy of the order of Hon. E. A. Nash, county judge of Livingston county, discharging these persons, under date of May 9, 1892:

“Satisfactory evidence, on oath, of W. E. Lauderdale and Frank B. Dodge having been produced before me as county judge of the county of Livingston, in the State of New York, that it is safe, legal and right, both as regards the several individuals named and the public, to discharge the following-named persons from the Livingston County Insane Asylum, at Geneseo, N. Y., viz., Mary Forsyth, of the town of Geneseo; Jeanette Meyers, of the town of Nunda; Daniel Nevills, of the town of Geneseo; Nelson Walker, of Caledonia; Barrett Stoddard, of the town of Livonia, therefore, in pursuance of the statute in such case made and provided, order that each and every one of the foregoing named persons be discharged from the Livingston County Insane Asylum, at Geneseo, N. Y., by the superintendent of the poor of said county, the keeper of said asylum.”

The following is from the notes of my examination of the four cases discharged by order of the county judge, and who are still in the institution:



**Jeanette Meyers.**

Medical certificates December 23, 1889 (re-examination) by Dr. M. E. Lauderdale and Dr. M. E. Lauderdale, Jr.

Dr. M. E. Lauderdale certified: "Said Jeanette Meyers is demented, is taciturn, disinclined to engage in conversation, untidy; usually lies in bed with her head covered up."

Dr. M. E. Lauderdale, Jr., certified: "Said Meyers will not engage in conversation with any one; is dirty in her person; will stay in bed with her head covered all the time if permitted."

Dr. M. E. Lauderdale, Jr., and Dr. F. B. Dodge certified, April 21, 1892, in regard to Jeanette Meyers, as follows: "Age, 69 years; has been in asylum for twelve years; is dirty in her person; is ugly; talks great deal."

The woman was in the poorhouse and found in about the same condition as above described. There is no record of her having been in any State asylum.

**Daniel Nevills.**

Medical certificates by Dr. M. E. Lauderdale and Dr. M. E. Lauderdale, Jr., November 7, 1882: Dr. M. E. Lauderdale certified as follows: "Said Nevills has been subject to epileptic fits for more than twenty years last past, in consequence of which fits his mind has become impaired (idiotic) or partially so, and that he is wholly unfit to take care of himself and unsafe to leave alone."

Dr. M. E. Lauderdale, Jr., certified: "Said Nevills has epileptic fits, in consequence of which fits his mind has become impaired, and he is wholly unfit to take care of himself and unsafe to leave alone."

Dr. M. E. Lauderdale, Jr., and Dr. F. B. Dodge certified in regard to this man, April 21, 1892, as follows: "Daniel Nevills, age 45 years, has been in asylum ten years; has epilepsy; is filthy; is more and more demented each year."

This man was found in about the same condition as described by Doctors Lauderdale. There is no evidence of his having ever been in any State asylum.

**Nelson Walker.**

Doctors R. J. Menzie and F. L. Stone certified in regard to this man, September 25, 1875, as follows:

"We, the undersigned physicians, residing in the town of Caledonia, in the county of Livingston, and State of New York, do hereby certify that we have carefully examined into the mental state and condition of the said above-named Nelson Walker, and that in our opinion, found upon such examination, the said Nelson Walker is insane."

Dr. M. E. Lauderdale, Jr., and Dr. F. B. Dodge certified, April 21, 1892, as follows: "Nelson Walker, age 42 years. Has been in asylum seventeen years. Is quiet, works on farm every day, more than earns his keeping."

The man was found at work in the barn with threshers, and appeared quiet and orderly. The records show that he was never in any State asylum.

**Barrett Stoddard.**

Examined by Doctors J. C. Patterson and C. H. Richmond, April 3, 1877, and re-examined by Dr. M. E. Lauderdale and Dr. M. E. Lauderdale, Jr., December 23, 1889.

Dr. M. E. Lauderdale certified: "Said Stoddard is demented, more especially upon the subject of railroads and trains. He will order out an engine and send another to the yard; has extensive railroad interests; is violent at times, requiring restraint."

Dr. M. E. Lauderdale, Jr., certified: "Barrett Stoddard's principal hallucination is in regard to railroads and railroad trains; will order one engine out and another to the yard or shop. He owns large railroad interests; is quiet, and will do some work."

Dr. M. E. Lauderdale and Dr. M. E. Lauderdale, Jr., certified April 21, 1892, as follows: "Barrett Stoddard, age 34 years; has been in asylum for more than ten years; is quiet, well-behaved, and will work every day on farm. He is a large railroad owner; is constantly giving orders in regard to railroad details."

This man was at work with the threshers in the barn, and was



said to be quiet and orderly. There<sup>d</sup> is no record of his having ever been in any State asylum.

The county superintendent of the poor said that his actions in regard to transfers, discharges, etc., of the insane of the county were in accordance with instructions of the State Commission in Lunacy, under date of April 18, 1892, of which the following is a copy:

“Is it not a fact that the friends of some of these patients can be persuaded to assume their care at home? The Commission would suggest that conference be had with such friends as would be likely to take charge of any of the inmates of the almshouse, and, in case they are willing to assume their care, that they may be permitted to do so, the patients being formally discharged by order of the county judge, as required by law.

“It might also be well to have a general examination of your patients by two qualified examiners in lunacy, for the purpose of determining what number, if any, are suitable for discharge as not insane within the full meaning of the statute. Such cases might thereafter be discharged by order of your county judge.”

The four cases thus unconditionally discharged by order of the county judge, it will be seen by the medical certificates of April 21, 1892, were all then insane and it is believed are still insane. They have never left the institution, and are practically under the same restraint as before their discharge.

It should be added that during the past year this poor-house has been supplied with an abundance of pure and wholesome lake water in connection with the supply for the village of Geneseo, and that a thorough and well-planned system of drainage has been introduced. The institution was clean and in good order, and the inmates, mostly aged, were in fair bodily health.

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## BROOME COUNTY POOR-HOUSE.

*Visited September 19, 1892.*

According to the records there were sixty-eight duly committed insane in the asylum department of the Broome County Poor-house, July 1, 1892, of whom thirty-one were men and thirty-seven

women. On July 19, 1892, thirty-three of the women, and on September 15, 1892, twenty-seven of the men were transferred to the Binghamton State Hospital by order of the State Commission in Lunacy, thus leaving four insane men and four insane women still in the institution, viz.: Elias W. Skillman, Oscar Lobdell, John Manton, Christopher Sigler, Helen Paisley, Elnora Ann Perry, Octavia Brown and Mary E. Van Horn.

When questioned as to the authority under which these insane were retained in the institution, the superintendent of the poor said that their retention was under an order of the county judge of Broome county, procured in accordance with instructions from the State Commission in Lunacy, by its secretary under date of June 8, 1892, of which the following is a copy:

"I am directed by the State Commission in Lunacy to inform you that the transfer of the patients remaining in the Broome County Alms-house to the Binghamton State Hospital will probably be made in the course of a few weeks. The Commission suggests that two qualified examiners in lunacy be employed to make a careful examination into the present mental condition of the inmates of the alms-house for the purpose of determining whether there is not a number of them that could properly be discharged from custody under the provisions of section 34 of chapter 446 of the Laws of 1874, that is, upon the order of the county judge being satisfied by the testimony of two physicians in question that it would be safe, legal and right to discharge such patients from custody as insane persons."

The following is a copy of the medical certificates upon which these persons were discharged:

"Charles B. Richards and Edward A. Pierce, both of the city of Binghamton, in said county, being duly and severally sworn, each for himself, do allege as follows:

"That he is a physician and surgeon-in-general practice in said city, and is a duly qualified examiner in lunacy.

"That heretofore and in connection with the other, he has personally examined . . . . ., now confined as a lunatic in the insane department of the county house of Broome county, N. Y., and as a result of such personal examination he, and each



for himself, doth allege and say, that in his judgment and opinion it is proper and safe as regards both the individual and the public that said . . . . ., be discharged from said asylum, and relieved from all county and State confinement."

The following is a copy of the order of the county judge, discharging these persons:

"I, Taylor L. Arms, county judge of Broome county, being satisfied from the foregoing affidavit of certificate of Charles B. Richards and Edward A. Pierce, and also from an oral examination of said physicians under oath as to the matters contained in said certificate, that it is safe, legal and right as regards the individual and the public, that . . . . ., now confined as a lunatic in the insane hospital of Broome county, be discharged therefrom."

Following are copies of the medical certificates on which the persons were committed as insane, and notes of their condition respectively at the time of my visit:

#### Elias W. Skillman.

Certificates by Drs. Edward L. Johnson and Edward A. Pierce, re-examination, October 28, 1889:

Dr. Johnson certified: "He can not tell his age. Does not know how long a time he had been in an asylum. Believes himself to be in a hotel and working for his board. Satisfied to remain where he is. Has a mania for picking up and hiding everything he can find. Has been an inmate of an asylum ten years. I believe him to be a case of chronic insanity."

Dr. Pierce certified: "Admitted to the Broome County Insane Asylum, March 2, 1879; has a mania for picking up everything he can get, and often robs other patients. Wanders about with head down, looking for scraps. Does not know his age or how long he has been at the asylum. Previous to his entering the asylum he was very much impressed with religion, and insisted on speaking his views in church, causing much annoyance. I believe him to be a chronic imbecile."

This man, some 40 years old, has scrotal hernia of his right side. To my questions as to how he was getting along he said,

"Not very well," that "His breach bothered him." He works some on the farm. The superintendent of the poor said that he is not able to get along without supervision. There is no record of his having ever been in any State asylum.

### Oscar Lobdell.

Certificates by Doctors L. H. Hills and Edward A. Pierce, re-examination, April 5, 1889.

Dr. Hills certified: "Cannot tell any of his history, not knowing whether or not he has a father or mother, or ever had, mind well gone and is a case of chronic insanity."

Dr. Pierce certified: "This man can give none of his former whereabouts or history. His mind is very simple. Does not know where he was born. Complains of his head feeling bad. Says he is visiting here and is pleased with the place. At times is nervous and walks most of the time. Often has violent fits of laughing, and I think that his type of insanity is of a chronic character."

This man, about 43 years old, is quite talkative, but can give no reliable account of himself, being very much in the condition described by Doctors Hill and Pierce in 1889. He works some on the farm, but in the opinion of the superintendent of the poor is wholly unable to care for himself without proper guidance. He has never been in any State asylum so far as is known.

### John Manton.

Admitted to the State Lunatic Asylum at Utica, April 28, 1875, and transferred to the Broome County Asylum, August 9, 1876. Age about 60 years. He is at times very talkative and laughs inordinately. He does light work on the grounds and garden. In the opinion of the superintendent of the poor he is wholly incapable of going out and providing for himself.

### Christopher Sigler.

Admitted to the Homeopathic State Asylum at Middletown, March 29, 1886, and transferred to the Broome County Asylum April 9, 1888.



He is mentally enfeebled, and quiet and orderly. In the opinion of the superintendent of the poor he is entirely unfit to be at large. His age is 37 years.

### Helen Paisley.

Certificates by Doctors F. W. Putnam and Titus L. Brown, May 6, 1884:

Dr. Putnam certified: "Her conversation is disconnected and incoherent. She is unable to concentrate her mind on any given subject for any length of time. She can not give any accurate account of any event."

Dr. Brown certified: "While conversing with her she said: 'I used to know you 2,000 years ago, when I lived in the air; I came from the clouds and met you on the river.' Many similar expressions and her general appearance and history compels me to declare her insane. She has other hallucinations of the wildest kind."

She is a married woman, 38 years old. She says it is about forty years since she was examined by Dr. Brown; that she does not know where she first saw the doctors, as the counties are not yet named. She says she works with her brain; has to look down upon a great many people; they are all sick. She is very feeble in her intellect, generally incoherent, and, in my opinion, unable to guide or protect herself. There is no record of her having ever been in any State asylum.

### Elnora Ann Perry.

Certificates by Doctors Dwight Dudley and J. Chittenden, July 12, 1882:

Dr. Dudley certified: "An intimate knowledge of the history of her case and personal observation. Her insanity is of a homicidal and suicidal character. She is under the delusion that herself and children must soon die, and the quicker the better. She has attempted suicide. She is under the delusion that the water, cows' milk, etc., have lost their strength."

Dr. Chittenden certified: "Delusions. Thinks that the children are going to be killed; thinks there is a large tumor in her

mouth, when no trouble exists. Has severely bitten her lips, giving as a reason, she had nothing else to do, and it was good to eat. Sleepless; very excitable at night, very noisy, crying and talking all night. Requires to be restrained; suicidal; has attempted to take her own life."

This is a married woman, 42 years old. She is generally quiet, but has periods of depression, and wanders away at such times unless carefully watched. According to the records, she has never been in any State asylum.

#### Octavia Brown.

Admitted to the Willard Asylum October 18, 1872, and transferred to the Broome County Insane Asylum, February 6, 1879. Age, about 50 years; single. A chronic demented woman, wholly incoherent, and more or less filthy in her person. She is entirely incapable of guiding or protecting herself.

#### Mary E. Van Horn.

Admitted to the Willard Asylum December 31, 1873, and transferred to the Broome County Insane Asylum February 6, 1879. About 75 years old; a widow. Disconnected and incoherent in her conversation, and wholly incapable of controlling her actions.

It only remains to add that these eight persons, purporting to have been discharged, have never left the institution; that they are all still insane, and that not one of them is capable of controlling himself or herself or safe to be at large. The four men are in the men's asylum building; one of the women is in the women's asylum building, and the other three in the poor-house proper. It was said by the superintendent of the poor that all of them would soon be removed to the poor-house, and the asylum department of the institution be abandoned, as it was not needed for poor-house purposes.

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#### CAYUGA COUNTY POOR-HOUSE.

According to the records, there were eleven insane in the Cayuga County Poor-house July 25, 1892, of whom seven were men and four women. On that date, six of the men and three



of the women were transferred to the Willard State Hospital, on the order of the State Commission in Lunacy, leaving one man and one woman in the institution, discharged as insane by the county judge upon medical certificates, viz.: Cornelius Tehan and Charlotte Many. The following is a statement of the history of these two cases, and of the condition at the time of my visit, October 1, 1892:

#### Cornelius Tehan.

Admitted to the institution in 1871; then insane, but no certificates were made; is of Irish birth, and 70 years old. He was duly committed as insane October 4, 1889, by order of the State Commission in Lunacy, upon the certificates of Doctors Frederick H. Parker and C. W. Boyce.

Dr. Parker certified: "Patient has been an inmate of the county poor-house since 1871; during all the time he has not spoken a word, and does nothing but rake the lawn; pays no attention to anything and notices no one. Only once since being in the institution has hurt anyone; then when his keeper attempted to direct him in regard to his labor, he turned angrily and struck him on the head with a shovel. Has the appearance of an imbecile."

Dr. Boyce certified: "He says nothing to any one but keeps constantly at his work, which is picking up the leaves and little things and deposits from the horses in the driveway on the lawn. He goes with his rake into the road and picks up all the loose pebbles and obstructions and carries them carefully. His condition is imbecile, knowing just enough to do this work; when he gets away from the house he does not know enough to get back. He pays no attention to his common wants, and would go without clothes unless seen to."

At the time of my visit this man was on the lawn engaged in raking up the leaves, and appeared in all respects in about the same condition as certified to by Doctors Parker and Boyce in 1889.

#### Charlotte Many.

Admitted to the poor-house as insane in 1854, without medical certificates; is of Irish birth and 80 years old. She was examined October 4, 1889, by Doctors Parker and Boyce, by direction of the State Commission in Lunacy and duly committed as insane.

Dr. Parker certified: "Patient has been an inmate of the Cayuga County Poor-house since 1854. Is constantly talking and enlarging on matters relating to religion; says she is married to Jesus, and that she sees and hears him every day; says she is different from ordinary people; spends her entire time in devotional exercises, and thinks as she is really the Lord's, He should come after her. (Chronic mania.)"

Dr. Boyce certified: "She has delusions of 'going higher,' as she calls it. She says she is married to the Lord Jesus. She has spells of singing and shouting, which last several days. Religious mania. She sees the Saviour every day. She has delusions of religious things. At times she thinks she is in the fiery furnace, and then she is happy."

At the time of my visit this woman was in her room; was quite talkative, and suffering from the same delusions certified to by Drs. Parker and Boyce in 1889.

It thus appears that these two persons are still insane, and in about the same condition as when committed as such in 1889. They have been continued in the institution since discharged by the county judge, July 25th last, and are subject to the same oversight and care as heretofore. It should be added that this poor-house was found clean and throughout in good order.

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## WYOMING COUNTY POOR-HOUSE.

*Visited October 3, 1892.*

According to the returns of the superintendent of the poor, there were nineteen insane in the asylum department of the Wyoming County Poor-house, October 1, 1890, of whom nine were men and ten women, as follows: Edwin Noyes, John Mahoney, George Donovan, Willis Stearns, Bradley Northrup, Frederick Hill, William L. Spaulding, Thomas Anthony, James Phillips, Adell Davis, Elida Ensign, Julia Watts, Delia Altoft, Sarah Chase, Mary Bullard, Abigail Palmer, Christiana Diehl, Abigail Lewis and Emma Main. These cases since then have been disposed of as follows: John Mahoney, George Donovan, Willis Stearns, Elida



Ensign and Delia Altoft were transferred to the Buffalo State Hospital, July 23, 1891, and Abigail Palmer and Emma Main, September 30, 1891, upon the order of the State Commission in Lunacy. William L. Spaulding and Thomas Anthony, both admitted as paying patients, from Genesee county, were removed to the Genesee County Poorhouse, September 11, 1891.

Prior to these removals, Hon. A. J. Lourish, county judge of Wyoming county, visited the poor-house at the request of the county superintendent of the poor, and examined and took medical and other testimony in regard to the insane then in the institution, and on July 22, 1891, discharged to the custody of relatives and friends, Edwin Noyes, Bradley Northrup, Frederick Hill, Adell Davis, Julia Watts, Sarah Chase, Mary Bullard, Christiana Diehl and Abigail Lewis. The certificates of insanity in the case of James Phillips having become invalid, in consequence of his absence at his home for some three months during the year, the judge declined to act upon the application in his behalf, and his name was transferred on the register of the institution by the keeper from the insane to the pauper list.

The certificates of the county judge discharging these cases are not on file in the office of the institution, nor are there any of the medical certificates of their insanity filed. The keeper said that they had been filed, but thinks they are now in the custody of the superintendent of the poor. The institution register is quite well kept, and from this and by the aid of the keeper I learned the following in regard to the several cases discharged by the county judge, all of whom are still inmates of the institution.

#### Edwin Noyes.

Admitted October 29, 1874, then 44 years old, and has since been continuously in the institution. He was discharged by the county judge to the care of George Loomis, of Perry, July 22, 1891, but was not removed, and is a charge upon the town of Perry on the order of the overseer of the poor. At the time of my visit, he was confined in bed with fever, but when well is said to do a little work under supervision. He is certainly not in condition to be at large.

**Bradley Northrup.**

Transferred to the institution from the Buffalo Insane Asylum May 6, 1886, then 53 years old. He was discharged as insane by the county judge to the custody of his wife, July 22, 1891, but has not been removed from the institution, being charged to the town of Gainsville. He has paralysis of the right side, talks and laughs almost constantly, and is wholly incoherent. He is extremely slovenly in his habits, and needs careful supervision.

**Frederick Hill.**

Transferred from the Buffalo State Asylum, March 9, 1887, then 32 years old, and it is said has since been continuously in the institution. He was discharged as insane by the county judge to the care of his mother, Lois Hill, July 22, 1891, but has since continued in the institution a charge upon the town of Pike. He was in a distant field at work and was said to be a fair laborer under competent supervision.

**Adell Davis.**

Admitted to the institution November 29, 1875, then 27 years old. There is no record of her having ever been in any State asylum. She was discharged as insane by the county judge, July 22, 1891, to the care of some friend in Arcade, whose name could not be learned, and has since been continued in the institution a charge upon the town of Arcade. She is talkative, quite incoherent and needs constant oversight and care.

**Julia Watts.**

Admitted March 16, 1880, then 32 years old, having previously been in the State Lunatic Asylum at Utica. She was discharged as insane to the care of her husband, John Watts, by the county judge, July 22, 1891, but has not been removed from the institution. She is completely demented and helpless, having kept her bed most of the time for the past two years. She does not utter a word; has to be fed, and needs the most careful hospital nursing and care.



**Sarah Chase.**

Admitted July 2, 1883, then 44 years old; had previously been in the State Lunatic Asylum, at Utica, one and a half years. She was discharged as insane, by the county judge, to the custody of her mother, Mrs. John Chase, July 22, 1891, but has been continued in the institution upon the order of the overseer of the poor of the town of Attica. She is quiet and orderly, clean in her habits, and takes the sole care of her room. She can not be regarded, however, as fit to be at large.

**Mary Bullard.**

Admitted March 6, 1884, then 62 years old. She was discharged as insane to the care of a brother, by the county judge, July 22, 1892, but has been continued in the institution upon the order of the overseer of the poor of the town of Perry. She is in the building allotted to adult female idiots; is in feeble health; sits bent forward with her head down; is quiet most of the time, but needs constant oversight and care.

**Christiana Diehl.**

Admitted to the institution March 9, 1887; transferred from the Buffalo State Asylum, being then 40 years old. She was discharged as insane, by the county judge, to the care of her husband, Edward Diehl, July 22, 1891, but he never removed her from the institution. She was in the building occupied by adult female idiots; sits most of her time in her chair; seldom talks, but needs careful oversight.

**Abigal Lewis.**

Admitted October 1, 1887, then 86 years old. She was discharged as insane to the care of her son-in-law, Jacob Hall, by the county judge, July 22, 1891, but has been continued in the institution on the order of the overseer of the poor of the town of Java. She is feeble, but said to be generally quiet. There is no record of her having ever been in any State asylum.

**James Phillips.**

Was admitted to the institution June 17, 1889, then said to have been 79 years old, and discharged by the keeper as insane, July 23, 1892, and continued in the institution, the county judge declining to act in the case. He was a soldier in the late war; is suffering from active dementia, talkative, but incoherent, and wholly unfit to be at large. There is no record of his having been in any State asylum.

It only remains to add, that none of these persons discharged to their relatives and friends as insane, by the county judge, July 22, 1891, have ever been removed from the institution, and the keeper said it was not the intention when they were thus discharged to remove them. With the exception of Mary Bullard and Christiana Diehl, who are provided for in the apartment for adult female idiots, they occupy the asylum building in which they were domiciled at the time of their discharge, to which a number of paupers of both sexes have been removed from the poor-house proper. The farmer and his wife have rooms in this building, the latter serving in the capacity of matron and attendant. The building occupied by these persons is comfortable, and, at the time of my visit it was clean, but most, if not all of the evils of the old asylum administration in their custody and care, without any of its redeeming features, were clearly apparent.

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**Herkimer County Poor-house.**

In a visit to the Herkimer County Poor-house on October 11, 1892, in a total of about eighty inmates, there were found two only who could be classed as insane, viz.: Sanford Hager and Julia Sharp, all the others having been removed to State hospitals by order of the State Commission in Lunacy.

**Sanford Hager.**

This man was admitted to the institution July 1, 1887, then 43 years old, having previously, it was said, been five years in the State Lunatic Asylum at Utica. There were no certificates on file as to



his commitment, or as to why he is retained in the poor-house. He is well-educated, having been a teacher; is generally quiet and orderly, and works some upon the farm.

### Julia Sharp.

Admitted in 1887, then 38 years old. There are no certificates on file as to her being insane, or any evidence of her ever having been in any State asylum. She is suffering with chronic dementia, and sits most of the time, it was said, quietly in her chair.

This poor-house was found remarkably clean, and the building and grounds were in good order.

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### Chemung County Poor-house.

*Visited and Inspected December 12, 1892.*

The number of inmates at the time of my visit was sixty-three, viz.: Thirty-seven males and twenty-six females. They were mostly aged persons, and generally infirm and helpless. A few of the most feeble cases occupied the building formerly used for the insane, and the idiots, removed from the old frame structure, were also in this building. There were two epileptic girls among these, but no insane, all of this class having been removed to State hospitals. There are two rooms in the main building set apart for the sick — one for men and one for women. The former room had five patients, one of whom was suffering from injuries and four with chronic diseases; the latter room had only two patients, both of whom were chronic cases. The inspection was in the absence of the keeper. The house is comfortably furnished, the beds and bedding were clean and well covered, and the institution throughout was in good condition. The supplies were wholesome and abundant, including a variety of well-stored vegetables and fruits cultivated and raised upon the premises. The attending physician visits the institution weekly, and also on telephone call whenever required.

### Recommendation.

In view of the fact that nearly all of the persons referred to in this report, heretofore classed as insane, are still detained in the county poor-houses of the several counties to which they belong, notwithstanding the orders of the county judges of their respective counties for their discharge, it is recommended that the fact of such detention be brought to the notice of the State Commission in Lunacy, in order that such action may be taken in the matter as the Commission deem proper.

Respectfully submitted,

CHARLES S. HOYT,

*Secretary.*

Dated, Albany, N. Y., December 13, 1892.





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T A B L E S

APPENDED TO THE REPORT.

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TABLE No. 1.

List of the several State institutions, their location, date of opening, name and date of appointment of the superintendent, and the name of the officers of the board of trustees or managers.

INSTITUTIONS.	Location.	Date of opening.	Superintendent.	Date of appointment.	Officers of the board of trustees or managers.
Utica State Hospital.....	Utica .....	1843	Dr. G. Alder Blumer.....	Dec. 14, 1886	President, P. V. Rogers. Secretary, George E. Dunham. Treasurer, Thomas W. Seward.
Willard State Hospital ..	Willard.....	1869	Dr. Chas. W. Pilgrim .....	Feb. 1, 1890	President, S. G. Hadley. Secretary, A. S. Stothoff. Treasurer, James B. Thomas.
Hudson River State Hospital .....	Poughkeepsie...	1871	Dr. J. M. Cleaveland.....	Mar. 28, 1867	President, Amasa J. Parker, Jr. Secretary and Treasurer, Allison Butts.
Middletown State Homoeopathic Hospital .....	Middletown .....	1871	Dr. S. H. Talcott .....	April 13, 1877	President, Grinnell Burt. Secretary, M. D. Stivers. Treasurer, U. T. Hayes.
Buffalo State Hospital.....	Buffalo .....	1880	Dr. Judson B. Andrews...	June 30, 1880	President, John Cronyn, M. D. Secretary and Treasurer, Elias S. Hawley.
Binghamton State Hospital.....	Binghamton .....	1881	Dr. Charles G. Wagner...	Feb. 8, 1892	President, T. R. Morgan. Secretary, H. G. Rogers. Treasurer, J. De Witt.
St. Lawrence State Hospital.....	Ogdensburg .....	1890	Dr. P. M. Wise.....	Feb. 1, 1890	President, Hon. George Hall. Secretary, George F. Darrow. Treasurer, James M. Wells.
Rochester State Hospital *	Rochester .....	1891	Dr. E. H. Howard .....	July 1, 1891	President, Frederick Cook. Secretary, Dr. E. H. Howard. Treasurer, F. P. Allen.
New York Institution for the Blind.....	New York city..	1832	William B. Wait.....	Oct. 1, 1863	President, John T. Irving. Secretary, Frederick A. Schermerhorn. Treasurer, William Whitewright.
New York State Institution for the Blind.....	Batavia.....	1868	A. G. Clement .....	June 10, 1883	President, Lee R. Sanborn. Secretary, L. C. McIntyre. Treasurer, G. S. Griswold.
New York Institution for the Deaf and Dumb .....	New York city ..	1818	Chauncey N. Brainerd.....	May 12, 1886	President, E. L. Fancher. Secretary, Thatcher M. Adams. Treasurer, George A. Robbins.
Syracuse State Institution for Feeble-Minded Children†.	Syracuse.....	1851	Dr. James C. Carson.....	Sept. 1, 1867	President, Rt. Rev. F. D. Huntington, D. D. Secretary, Dr. Robert Aberdein. Treasurer, Alfred Wilkinson.
State Custodial Asylum for Feeble-Minded Women.....	Newark .....	1878	Landon Willett .....	Mar. 10, 1886	President, S. S. Pierson. Secretary, S. N. Gallup. Treasurer, Mrs. Eliza C. Perkins.
New York House of Refuge ..	Randall's island, New York city.	1825	Oswin Welles Lowry.....	April 8, 1892	President, Alexander E. Orr. Secretary, Evert Jansen Wendell. Treasurer, Walter E. Tuckerman.



TABLE No. 1 — (Concluded).

INSTITUTIONS.	Location.	Date of opening.	Superintendent.	Date of appointment.	Officers of the board of trustees or managers.
The State Industrial School ... ..	Rochester .....	1849	V. M. Masten, Act. Supt.	.....	President, Isaac Glibbard.
New York State Reformatory .....	Elmira.....	1876	Z. R. Brockway .....	May 12, 1876	Secretary and Treasurer, M. H. Briggs.
The House of Refuge for Women.....	Hudson.....	1887	Mrs. Sarah V. Coon .....	Nov. 1, 1886	President, William C. Wey, M. D.
New York State Soldiers and Sailors' Home.....	Bath .....	1878	Gen. W. F. Rogers.....	Oct. 6, 1887	Secretary, B. L. Swartwood.
					Treasurer, M. H. Arnot.
					President, Harper W. Rogers.
					Secretary and Treasurer, Samuel R. Rainey.
					President, Henry W. Slocum.
					Secretary, John F. Little.
					Treasurer, Frank Campbell.

\* Established July 1, 1891. + Formerly New York Asylum for Idiots.

TABLE No. 2.

*Showing the capacity and cost of the several State institutions.*

INSTITUTIONS.	Capacity.	Cost of buildings.	Cost per inmate.
Utica State Hospital .....	905	*\$830,000 00	\$917 00
Willard State Hospital .....	2,100	†1,285,000 00	612 00
Hudson River State Hospital .....	850	‡1,896,909 71	.....
Middletown State Homœopathic Hospital.....	875	1,004,500 00	.....
Buffalo State Hospital.....	525	1,446,862 90	.....
Binghamton State Hospital .....	1,190	661,000 00	.....
St. Lawrence State Hospital .....	900	1,300,000 00	.....
Rochester State Hospital.....	300	85,000 00	.....
New York Institution for the Blind.....	250	234,956 58	942 00
New York State Institution for the Blind.....	150	335,582 00	2,097 00
New York Institution for the Deaf and Dumb.....	500	370,000 00	740 00
Syracuse State Institution for Feeble-Minded Children.....	530	333,523 06	629 00
State Custodial Asylum for Feeble-Minded Women .....	350	122,500 00	.....
New York House of Refuge.....	1,000	500,000 00	500 00
The State Industrial School.....	845	447,051 46	.....
New York State Reformatory.....	1,264	1,440,655 35	.....
The House of Refuge for Women.....	250	160,618 09	.....
New York State Soldiers and Sailors' Home.....	1,200	270,513 08	225 00
Total .....	13,984	\$12,724,672 23	.....

\* Includes expenditures in remodeling the original buildings and the introduction of steam heating and forced ventilation.

† Includes all buildings and modifications, water-works, gas, sewerage, docks and expenditures for all purposes except land, furniture, farm stock and implements.

‡ Covers new buildings for 288 patients, additional water supply and ice houses for storage.



TABLE No. 3.

Showing the total and classified valuation, as per cost, of the State institutions at the close of the fiscal year in 1892.

INSTITUTIONS.	REAL ESTATE.			
	LAND.		Buildings.	Total real estate.
	Number of acres.	Value.		
Utica State Hospital.....	225	\$25,000 00	\$830,000 00	\$855,000 00
Willard State Hospital.....	1,107	106,469 00	1,285,000 00	1,391,469 00
Hudson River State Hospital.....	702	121,273 00	1,896,909 71	2,018,182 71
Middletown State Homoeopathic Hospital.....	281	51,106 18	1,004,500 00	1,055,606 18
Buffalo State Hospital.....	203	101,500 00	1,446,862 90	1,548,362 90
Binghamton State Hospital.....	1,057	64,000 00	661,000 00	725,000 00
St. Lawrence State Hospital.....	950	100,000 00	1,300,000 00	1,400,000 00
Rochester State Hospital.....	35	21,000 00	85,000 00	106,000 00
New York Institution for the Blind.....	30	150,000 00	234,956 58	384,956 58
New York State Institution for the Deaf and Dumb.....	66	40,000 00	335,582 00	375,582 00
New York Institution for Feeble-Minded Children.....	23	86,000 00	370,000 00	456,000 00
Syracuse State Institution for Feeble-Minded Children.....	274	66,213 05	333,523 06	399,736 11
State Custodial Asylum for Feeble-Minded Women.....	40	9,450 00	122,500 00	131,950 00
New York House of Refuge.....	37	35,000 00	500,000 00	535,000 00
The State Industrial School.....	42	4,200 00	447,051 46	451,251 46
New York State Reformatory.....	279	.....	*1,440,655 35	1,440,655 35
The House of Refuge for Women.....	86½	28,995 23	160,618 09	189,613 32
New York State Soldiers and Sailors' Home.....	360	21,600 00	270,513 08	292,113 08
Total .....	5,797½	\$1,031,806 46	\$12,724,672 23	\$13,756,478 69

\* Includes land.

TABLE No. 3 — (Concluded).

INSTITUTIONS.	PERSONAL ESTATE.							Total valuation.
	Furniture.	Farm stock and imple-ments.	Farm produce.	General supplies.	Miscella-neous articles.	Funds and investment.	Total per-sonal estate.	
Utica State Hospital.....	\$50,000 00	\$11,500 00	\$17,273 00	\$6,000 00	.....	.....	\$84,773 00	\$939,773 00
Willard State Hospital.....	90,399 78	20,982 15	43,917 42	32,364 98	.....	.....	187,664 33	1,579,133 33
Hudson River State Hospital.....	59,227 50	10,858 05	22,368 05	12,107 85	\$35,938 61	\$5,000 00	145,500 06	2,163,682 77
Middletown State Homeopathic Hospital.....	74,000 00	5,750 00	3,000 00	7,500 00	.....	.....	90,250 00	1,145,856 18
Buffalo State Hospital.....	43,618 05	4,905 00	4,430 00	4,289 85	.....	.....	57,242 90	1,605,005 80
Binghamton State Hospital.....	60,000 00	15,304 83	25,000 00	17,515 77	25,000 00	.....	142,820 60	867,820 60
St. Lawrence State Hospital.....	58,000 00	5,685 00	6,761 44	5,000 00	.....	.....	75,446 44	1,475,446 44
Rochester State Hospital.....	10,140 73	3,269 10	3,217 68	1,388 49	125 23	.....	18,741 23	124,741 23
New York State Institution for the Blind.....	13,391 46	.....	.....	4,631 14	4,360 25	251,523 74	274,406 59	639,363 17
New York State Institution for the Blind.....	8,269 38	960 00	118 00	3,362 88	3,066 00	.....	15,767 26	391,349 26
New York Institution for the Deaf and Dumb.....	20,000 00	.....	.....	.....	.....	.....	20,000 00	476,000 00
Syracuse State Institution for Feeble-Minded Children.....	28,647 63	5,000 00	7,378 50	5,612 88	500 00	.....	47,139 01	446,875 12
State Custodial Asylum for Feeble-Minded Women.....	18,781 10	2,137 16	1,000 00	3,168 98	.....	.....	25,087 24	157,037 24
New York House of Refuge.....	20,000 00	1,900 00	600 00	9,843 29	.....	9,000 00	41,343 29	576,343 29
The State Industrial School.....	44,920 43	4,475 22	2,660 19	4,785 00	.....	.....	56,840 84	508,092 30
New York State Reformatory.....	.....	2,389 87	3,152 60	27,308 21	*100,452 08	36,978 67	170,281 43	1,610,936 78
The House of Refuge for Women.....	11,034 10	2,929 75	900 00	500 00	1,750 00	.....	17,113 85	206,727 17
New York State Soldiers and Sailors' Home.....	37,640 45	4,185 00	3,944 88	3,410 76	.....	5,000 00	54,181 09	346,294 17
Total.....	\$649,161 61	\$102,231 13	\$145,721 76	\$148,790 08	\$171,192 17	\$307,502 41	\$1,524,599 16	\$15,281,077 85

\* Manufacturing supplies and plants.



TABLE No. 4.  
*Showing the receipts of the State institutions for the year 1892.*

INSTITUTIONS.	FROM THE STATE.					
	Cash on hand at the commencement of the year.	For salaries of officers.	From special appropriations.	From deficiency appropriations.	From unpended appropriations of former years.	From the general appropriation.
Utica State Hospital.....	\$25,472 47	\$14,563 67	\$108,254 81	.....	.....	.....
Willard State Hospital.....	54,850 96	15,849 99	37,700 00	.....	\$11,000 00	.....
Hudson River State Hospital.....	22,984 28	15,742 40	34,773 00	\$25,000 00	84,123 93	.....
Middletown State Homeopathic Hospital.....	47,744 11	12,850 00	84,019 26	.....	.....	.....
Buffalo State Hospital.....	4,587 78	12,638 88	293 18	.....	.....	.....
Binghamton State Hospital.....	19,834 67	12,314 03	10,150 00	20,000 00	72,054 07	\$718 11
St. Lawrence State Hospital.....	*	11,575 00	.....	42,500 00	.....	.....
Rochester State Hospital.....	.....	.....	.....	10,000 00	.....	.....
New York Institution for the Blind.....	9,643 29	.....	.....	.....	.....	25,000 00
New York State Institution for the Blind.....	5,163 36	.....	.....	.....	.....	43,054 57
New York Institution for the Deaf and Dumb.....	.....	.....	.....	.....	.....	40,000 00
Syracuse State Institution for Feeble-Minded Children.....	10,295 72	.....	.....	.....	.....	53,163 87
State Custodial Asylum for Feeble-Minded Women.....	4,510 52	.....	5,139 55	.....	.....	86,139 55
New York House of Refuge.....	2,725 94	.....	9,000 00	.....	.....	48,000 00
The State Industrial School.....	26,874 92	.....	76,200 00	.....	.....	102,499 95
New York State Reformatory.....	58,169 78	.....	465,000 00	.....	.....	140,000 00
The House of Refuge for Women.....	4,022 46	.....	.....	.....	.....	150,000 00
New York State Soldiers and Sailors' Home.....	8,734 30	.....	.....	.....	6,015 52	50,000 00
Total.....	\$305,618 10	\$95,533 97	\$430,529 80	\$97,500 00	\$175,193 52	\$864,436 50
						\$1,661,193 79

\* Deficit of \$195.09.      + For construction of north wing and sundry buildings.

TABLE No. 4 — (Concluded).

INSTITUTIONS.	From sales of farm and garden produce.	From labor of inmates.	From cities, counties and towns.	From indi- viduals for the support of inmates.	From in- terest and dividends on invest- ments.	From loans.	From all other sources.	Total re- ceipts, in- cluding cash on hand.
Utica State Hospital.....	\$3,499 10	.....	\$132,475 18	\$24,661 22	.....	.....	\$1,996 44	\$310,922 89
Willard State Hospital.....	2,172 16	.....	302,439 11	1,255 68	\$1,390 15	.....	983 32	427,641 37
Hudson River State Hospital.....	591 33	.....	141,791 51	25,513 70	654 19	.....	1,526 51	352,701 39
Middletown State Homeopathic Hospital.....	401 95	.....	114,657 20	81,348 97	1,048 13	.....	3,806 78	345,576 40
Buffalo State Hospital.....	.....	.....	111,263 93	12,899 84	441 20	.....	1,063 46	143,906 38
Binghamton State Hospital.....	970 99	.....	175,110 25	1,965 74	532 70	.....	2,856 81	315,189 26
St. Lawrence State Hospital.....	614 35	.....	72,952 49	2,997 51	46 29	.....	704 43	131,390 07
Rochester State Hospital.....	922 49	.....	57,912 80	3,301 19	.....	.....	143 58	97,230 06
New York Institution for the Blind.....	.....	.....	6,003 28	.....	8,542 22	.....	15,387 58	82,630 94
New York State Institution for the Deaf and Dumb.....	45 50	\$356 70	2,571 41	.....	190 90	.....	97 86	48,425 23
New York Institution for Feeble-Minded Children.....	.....	.....	30,600 78	1,087 19	.....	\$5,399 04	3,421 95	93,672 83
Syracuse State Institution for Feeble-Minded Children.....	.....	.....	8,891 00	3,333 07	.....	113 34	764 98	109,540 66
State Custodial Asylum for Feeble-Minded Women.....	.....	.....	116 20	110 00	.....	.....	.....	52,736 72
New York House of Refuge.....	.....	.....	6,728 78	.....	280 74	.....	806 70	113,042 11
The State Industrial School.....	.....	.....	.....	.....	.....	.....	12 94	243,087 86
New York State Reformatory.....	.....	40,019 72	.....	.....	.....	.....	.....	313,189 50
The House of Refuge for Women.....	.....	.....	.....	.....	.....	.....	.....	60,037 98
New York State Soldiers and Sailors' Home.....	.....	.....	.....	.....	.....	.....	4,671 69	153,405 99
Total.....	\$8,917 87	\$40,376 42	\$1,163,513 92	\$158,474 11	\$13,126 52	\$5,512 38	\$38,244 53	\$3,894,977 64



TABLE No. 5.

Showing the expenditures of the State institutions for the year 1892, the average number of inmates, and the weekly cost of support.

INSTITUTIONS.	Salaries of officers, wages and labor.	Provisions and supplies.	Clothing.	Fuel and lights.	Medicines and medical supplies.	Furniture, beds and bedding.	Transportation and traveling expenses.	Ordinary repairs.
Utica State Hospital.....	\$74,552 39	\$60,390 12	\$5,618 62	\$10,889 08	\$1,936 64	\$6,181 46	.....	\$7,627 36
Willard State Hospital.....	126,073 78	98,984 79	19,208 87	25,315 67	4,484 48	19,020 43	.....	16,108 99
Hudson River State Hospital.....	84,281 46	82,089 69	8,266 47	*50,559 72	2,755 72	6,777 54	\$914 42	1,400 05
Middletown State Homoeopathic Hospital.....	79,490 80	59,098 41	5,012 96	17,901 39	1,254 68	9,178 14	.....	4,612 39
Buffalo State Hospital.....	52,100 84	35,123 68	4,925 07	8,864 80	1,277 91	6,218 84	.....	1,818 15
Binghamton State Hospital.....	85,301 92	61,179 79	9,379 82	20,416 58	1,988 41	7,893 32	2,885 04	6,347 96
St. Lawrence State Hospital.....	48,282 48	38,537 20	5,901 96	20,925 64	1,773 39	4,098 14	.....	4,985 72
Rochester State Hospital.....	30,316 35	26,629 96	4,828 97	3,742 29	585 80	6,956 39	563 14	5,364 22
New York Institution for the Blind.....	27,313 24	17,686 42	4,747 94	5,321 74	128 30	2,752 03	351 90	5,491 01
New York Institution for the Deaf and Dumb.....	18,239 07	14,897 78	1,946 57	3,817 46	67 56	525 38	527 79	454 64
Syracuse State Institution for Feeble-Minded Children.....	35,876 58	21,830 61	7,927 33	7,878 64	1,055 01	2,598 63	176 10	6,053 55
State Custodial Asylum for Feeble-Minded Women.....	28,878 01	23,509 12	8,732 86	11,769 58	1,389 28	3,514 31	193 37	7,657 17
New York House of Refuge.....	11,939 50	14,149 49	3,286 97	4,395 71	3,084 27	263 95	.....	1,190 56
The State Industrial School.....	37,567 34	26,489 39	6,996 08	10,170 64	199 46	3,987 65	462 02	1,838 16
New York State Reformatory.....	53,638 49	26,492 47	13,527 01	17,387 71	336 90	4,671 14	988 40	2,975 17
The House of Refuge for Women.....	36,930 44	56,117 32	23,019 36	23,382 75	.....	6,430 67	47,208 63	10,764 43
New York State Soldiers and Sailors' Home.....	17,364 68	14,260 93	3,080 91	6,038 56	1,634 17	879 24	2,702 80	1,630 44
Total.....	\$888,779 38	\$732,331 04	\$148,590 43	\$267,873 85	\$26,485 77	\$94,309 75	\$20,011 33	\$97,621 54

\* Of this amount \$18,680.25 was expended for coal consumed in 1891.      † Of prisoners.

TABLE No. 5 — (Continued).

INSTITUTIONS.	Expenses of trustees or managers.	All other ordinary expenses.	Total ordinary expenditures.	Buildings and improvements.	Extraordinary repairs.	All other extraordinary expenses.	Total extraordinary expenditures.	Total expenditures.	Cash on hand at the close of the year.
Utica State Hospital.....	.....	\$11,064 34	\$178,260 01	\$107,921 06	.....	.....	\$107,921 06	\$286,181 07	\$24,741 82
Willard State Hospital.....	.....	16,810 52	326,007 53	24,121 56	\$46,001 60	.....	70,123 16	396,130 69	31,510 68
Hudson River State Hospital.....	\$15 75	6,253 90	243,284 72	81,407 50	4,144 37	\$8,911 51	94,463 38	337,748 10	14,953 29
Middletown State Homeopathic Hospital.....	.....	4,593 25	181,141 97	113,022 75	.....	.....	113,022 75	294,164 72	51,411 68
Buffalo State Hospital.....	144 94	7,764 31	125,160 52	161 68	.....	131 50	125,293 18	125,453 70	18,452 68
Binghamton State Hospital.....	124 95	14,146 05	209,863 84	60,270 60	50,410 67	4,135 67	94,816 94	304,680 78	11,108 48
St. Lawrence State Hospital.....	.....	*6,881 49	130,486 02	.....	.....	.....	.....	4130,486 02	904 05
Roanester State Hospital.....	25 75	+12,679 12	91,691 99	.....	.....	.....	.....	91,691 99	5,588 07
New York State Institution for the Blind.....	.....	7,223 14	71,015 72	.....	.....	698 05	698 05	71,713 77	10,917 17
New York State Institution for the Deaf and Dumb.....	.....	1,204 10	41,680 35	1,835 81	.....	1,169 80	3,005 61	44,685 96	3,739 27
New York State Institution for Feeble-Minded Children.....	.....	10,276 38	93,672 83	.....	.....	.....	.....	93,672 83	.....
State Custodial Asylum for Feeble-Minded Women.....	332 14	6,992 44	92,635 61	6,389 90	.....	.....	6,389 90	99,025 54	10,515 12
New York House of Refuge.....	.....	1,739 37	38,331 96	12,837 10	.....	.....	12,837 10	51,169 06	1,567 66
The State Industrial School.....	.....	7,167 05	94,877 79	.....	323 62	14,280 17	14,603 79	109,481 58	3,560 53
New York State Reformatory.....	.....	10,554 94	130,572 23	88,675 26	15,784 10	.....	104,458 36	235,030 59	8,057 27
The House of Refuge for Women.....	306 07	34,600 75	198,454 35	61,300 32	.....	.....	61,360 32	259,814 67	36,978 67
New York State Soldiers and Sailors' Home.....	588 40	3,810 59	51,728 39	4,316 63	639 27	552 43	5,508 33	57,236 72	2,801 26
Total.....	\$1,538 00	\$166,869 99	\$2,444,411 08	\$562,319 17	\$105,010 11	\$29,879 13	\$697,208 41	\$3,141,619 49	\$236,961 99

\* Includes deficit of \$195.09.      + Of this sum \$6,486.23 was due the treasurer at close of previous year.      # "This report relates only to the resident department for maintenance."



TABLE No. 5 — (Concluded).

INSTITUTIONS.	RECAPITULATION.			Average number of inmates.	Average weekly cost of support.
	Ordinary expenditures.	Extraordinary expenditures.	Total expenditures.		
Utica State Hospital.....	\$178,260 01	\$107,921 06	\$286,181 07	811	\$4 22
Willard State Hospital.....	326,007 53	70,123 16	396,130 69	2,062	3 04
Hudson River State Hospital.....	243,284 72	94,463 38	337,738 10	848	*5 06
Middletown Homoeopathic State Hospital.....	181,141 97	113,022 75	294,164 72	827	4 10
Buffalo State Hospital.....	125,160 52	293 18	125,453 70	614	3 93
Binghamton State Hospital.....	209,863 84	94,816 94	304,680 78	1,143	3 32
St. Lawrence State Hospital.....	130,486 02	.....	130,486 02	486	4 69
Rochester State Hospital.....	91,691 99	.....	91,691 99	382	4 29
New York Institution for the Blind.....	71,015 72	698 05	71,713 77	202	5 51
New York State Institution for the Deaf and Dumb.....	41,680 35	3,005 61	44,685 96	130	4 82
Syracuse State Institution for Feeble-Minded Children.....	93,672 83	.....	93,672 83	293	45 63
State Custodial Asylum for Feeble-Minded Women.....	92,635 64	6,389 90	99,025 54	506	+3 17
New York House of Refuge.....	38,334 96	12,837 10	51,169 06	335	2 32
The State Industrial School.....	94,877 79	14,603 79	109,481 58	468	3 89
New York State Reformatory.....	130,572 23	104,458 36	235,030 59	785	3 85
The House of Refuge for Women.....	198,454 35	61,360 32	259,814 67	1,397	2 73
New York State Soldiers and Sailors' Home.....	51,728 39	5,508 33	57,236 72	270	+1 84
Total.....	\$2,444,411 08	\$697,208 41	\$3,141,619 49	.....	3 24

\* Including officers' salaries.      + Less clothing.      ‡ Based on cost of provisions and supplies, clothing, fuel and lights, medicines, medical supplies and services, furniture, beds and bedding.

TABLE No. 6.  
*Outstanding indebtedness of State institutions at the close of the fiscal year, September 30, 1892.*

INSTITUTIONS.	Due for salaries of officers.	Due for wages and labor.	Bills unpaid.	Money borrowed.	Other indebtedness.	Total liabilities.
Utica State Hospital.....	.....	.....	.....	.....	.....	.....
Willard State Hospital.....	.....	.....	.....	.....	.....	.....
Hudson River State Hospital.....	.....	.....	\$1,659 39	.....	.....	\$1,659 39
Middletown State Homeopathic Hospital.....	.....	.....	.....	.....	.....	.....
Buffalo State Hospital.....	.....	\$2,533 00	.....	.....	.....	2,533 00
Binghamton State Hospital.....	\$3,225 00	5,774 79	11,970 22	.....	.....	20,970 01
St. Lawrence State Hospital.....	.....	.....	.....	.....	.....	.....
Rochester State Hospital.....	.....	.....	.....	.....	.....	.....
New York Institution for the Blind.....	2,234 66	.....	4,160 54	.....	.....	6,395 20
New York State Institution for the Deaf and Dumb.....	.....	.....	.....	.....	.....	.....
Syracuse State Institution for Feeble-Minded Children.....	2,213 85	1,907 51	4,353 04	\$5,399 04	.....	5,399 04
State Custodial Asylum for Feeble-Minded Women.....	.....	.....	.....	.....	.....	8,474 40
New York House of Refuge.....	.....	.....	.....	.....	.....	.....
The State Industrial School.....	.....	.....	92,299 08	.....	.....	92,299 08
New York State Reformatory.....	6,778 61	.....	12,560 14	*702 72	\$10,608 65	30,650 12
The House of Refuge for Women.....	.....	.....	.....	.....	.....	.....
New York State Soldiers and Sailors' Home.....	.....	.....	.....	.....	.....	.....
Total .....	\$14,452 12	\$10,215 30	\$127,002 41	\$6,101 76	\$10,608 65	\$168,380 24

\* Due from deposits of prisoners.



TABLE No. 7.  
*Assets of State institutions at the close of the fiscal year, September 30, 1892.*

INSTITUTIONS.	Balance in cash.	Due from counties, cities and towns.	Due from individuals.	Due from sale of manufactures.	Due from all other sources.	Total assets.
Utica State Hospital.....	\$24,741 82	\$28,813 76	\$4,920 18	.....	.....	\$58,475 76
Willard State Hospital.....	31,510 68	3,248 51	27 43	.....	.....	34,786 62
Hudson River State Hospital.....	14,953 29	14,885 32	5,511 29	.....	.....	35,349 90
Middletown State Homeopathic Hospital. . .	51,411 68	26,552 68	6,780 00	.....	.....	84,744 36
Buffalo State Hospital.....	18,452 68	27,694 75	3,000 21	.....	.....	49,147 64
Binghamton State Hospital.....	11,108 48	5,629 99	.....	.....	.....	16,738 47
St. Lawrence State Hospital.....	904 05	25,238 21	797 14	.....	.....	26,939 40
Rochester State Hospital.....	5,588 07	15,204 56	914 81	.....	.....	21,707 44
New York Institution for the Blind.....	10,917 17	2,309 93	.....	\$311 35	\$15,198 76	28,737 21
New York State Institution for the Blind.....	3,739 27	2,552 93	41 20	.....	.....	6,333 40
New York Institution for the Deaf and Dumb.....	.....	.....	.....	.....	.....	.....
Syracuse State Institution for Feeble-Minded Children.....	10,515 12	1,698 00	2,132 00	.....	.....	14,345 12
State Custodial Asylum for Feeble-Minded Women.....	1,567 66	.....	.....	.....	.....	1,567 66
New York House of Refuge.....	3,560 53	.....	.....	.....	.....	3,560 53
The State Industrial School.....	8,057 27	.....	.....	.....	.....	8,057 27
New York State Reformatory.....	36,978 67	.....	467 61	49,303 45	.....	86,749 73
The House of Refuge for Women.....	2,801 26	.....	.....	.....	.....	2,801 26
New York State Soldiers and Sailors' Home.....	154 29	.....	.....	.....	.....	154 29
Total.....	\$236,961 99	\$153,838 64	\$24,591 87	\$49,614 80	\$15,198 76	\$480,196 06

TABLE No. 8.

*Showing the number of persons supported and temporarily relieved, and the changes in the county poorhouses, during the year ending October 31, 1892.*

COUNTIES.	Number in the poorhouses Nov. 1, 1891.	Received during the year.	Born in the poorhouses.	Number sup- ported.	Number tempo- rarily relieved.	Total supported and relieved.
Albany.....	160	289	6	455	6,500	6,955
Allegany.....	63	32	2	97	200	297
Broome.....	197	248	10	455	1,662	2,117
Cattaraugus.....	115	67	.....	182	312	494
Cayuga.....	90	276	1	367	.....	367
Chautauqua*.....	202	79	4	285	1,150	1,435
Chemung.....	69	110	2	181	.....	181
Chenango.....	64	59	2	125	273	398
Clinton.....	73	303	1	377	1,199	1,576
Columbia.....	126	174	1	301	8	309
Cortland.....	71	56	.....	127	334	461
Delaware*.....	44	34	.....	78	14	92
Dutchess.....	78	167	3	248	21	269
Erie.....	737	1,782	31	2,550	5,691	8,241
Essex.....	50	83	1	134	549	683
Franklin.....	40	152	.....	192	286	478
Fulton.....	55	23	.....	78	596	674
Genesee.....	66	45	1	112	1,521	1,633
Greene.....	63	90	.....	153	.....	153
Hamilton†.....	.....	.....	.....	.....	.....	.....
Herkimer.....	89	242	2	333	.....	333
Jefferson.....	98	76	8	182	650	832
Lewis.....	43	21	1	65	63	128
Livingston.....	132	151	.....	233	.....	283
Madison.....	94	165	1	260	.....	260
Monroe.....	278	731	18	1,027	4,069	5,096
Montgomery.....	72	20	.....	92	2,561	2,653
Niagara.....	88	1,053	8	1,144	.....	1,144
Oneida.....	547	391	10	948	3,558	4,506
Onondaga.....	234	149	2	385	175	560
Ontario.....	69	210	.....	279	1,114	1,393
Orange.....	227	188	5	420	176	596
Orleans.....	58	29	3	90	823	913
Oswego.....	78	61	.....	134	1,635	1,769
Otsego.....	69	83	2	154	280	434
Putnam.....	48	50	.....	98	.....	98
Queens.....	109	502	2	613	6,346	6,959
Rensselaer.....	251	409	8	668	446	1,114
Richmond.....	80	174	8	262	.....	262
Rockland.....	70	57	3	130	350	480
St. Lawrence.....	129	63	3	195	388	583
Saratoga.....	95	357	.....	452	.....	452
Schenectady.....	64	96	.....	160	174	334
Schoharie.....	26	27	.....	53	212	265
Schuyler†.....	.....	.....	.....	.....	.....	.....
Seneca.....	61	339	.....	400	597	997
Steuben.....	87	94	1	182	901	1,083
Suffolk.....	170	164	1	335	875	1,210
Sullivan.....	68	23	1	92	230	322
Tioga.....	45	35	.....	80	1,271	1,351
Tompkins.....	44	122	3	169	633	802
Ulster.....	77	83	1	161	.....	161
Warren.....	54	39	1	94	360	454
Washington.....	63	109	1	173	.....	173
Wayne.....	174	66	.....	240	.....	240
Westchester.....	189	569	4	762	87	849
Wyoming.....	70	13	1	84	107	191
Yates.....	31	30	3	64	334	398
Total.....	6,539	11,060	161	17,760	48,731	66,491

\* No report furnished, figures of 1891.

† No poorhouse.



TABLE No. 8—(Concluded).

COUNTIES.	Discharged.	Bound out.	Absconded.	Died.	REMAINING NOV. 1, 1892.		
					Males.	Females.	Total.
Albany.....	235	.....	10	47	90	73	163
Allegany.....	22	2	1	11	31	30	61
Broome.....	307	.....	.....	21	89	38	127
Cattaraugus.....	93	.....	3	14	43	29	72
Cayuga.....	277	.....	5	15	42	28	70
Chautauqua.....	159	.....	5	22	57	42	99
Chemung.....	96	.....	.....	8	55	22	77
Chenango.....	55	.....	5	11	36	18	54
Clinton.....	290	.....	.....	10	56	21	77
Columbia.....	160	.....	.....	20	73	48	121
Cortland.....	46	1	4	12	38	26	64
Delaware.....	25	.....	.....	6	28	19	47
Dutchess.....	144	.....	3	17	57	27	84
Erie.....	1,571	24	26	178	466	285	751
Essex.....	72	1	.....	10	23	28	51
Franklin.....	138	2	1	7	22	22	44
Fulton.....	32	.....	.....	6	19	21	40
Genesee.....	34	2	.....	10	40	26	66
Greene.....	83	.....	1	12	32	25	57
Hamilton.....	.....	.....	.....	.....	.....	.....	.....
Herkimer.....	244	.....	.....	20	45	24	69
Jefferson.....	53	.....	8	18	51	52	103
Lewis.....	8	.....	4	13	28	12	40
Livingston.....	188	.....	1	24	47	23	70
Madison.....	146	.....	8	19	59	28	87
Monroe.....	625	2	24	97	184	95	279
Montgomery.....	24	.....	.....	7	29	32	61
Niagara.....	1,023	8	.....	29	61	23	84
Oneida.....	318	4	43	59	265	259	524
Onondaga.....	155	.....	25	40	95	70	165
Ontario.....	201	.....	5	24	34	15	49
Orange.....	187	.....	26	33	131	43	174
Orleans.....	27	.....	2	10	34	17	51
Oswego.....	50	.....	2	9	43	30	73
Otsego.....	59	.....	8	14	48	25	73
Putnam.....	28	.....	.....	4	53	13	66
Queens.....	498	.....	20	16	59	20	79
Rensselaer.....	359	.....	.....	58	175	76	251
Richmond.....	160	4	4	19	43	32	75
Rockland.....	40	.....	.....	14	29	47	76
St. Lawrence.....	54	1	2	18	60	60	120
Saratoga.....	320	2	6	22	69	33	102
Schenectady.....	79	.....	.....	16	45	20	65
Schoharie.....	24	.....	.....	3	12	14	26
Schuyler.....	.....	.....	.....	.....	.....	.....	.....
Seneca.....	338	.....	.....	7	48	7	55
Steuben.....	89	2	7	7	53	24	77
Suffolk.....	166	.....	7	26	67	69	136
Sullivan.....	20	4	.....	6	44	18	62
Tioga.....	29	.....	.....	10	26	15	41
Tompkins.....	121	.....	3	9	24	12	36
Ulster.....	39	.....	6	15	80	21	101
Warren.....	23	6	.....	5	40	20	60
Washington.....	97	1	3	11	33	28	61
Wayne.....	123	.....	17	17	49	34	83
Westchester.....	477	.....	30	78	117	60	177
Wyoming.....	7	1	4	9	32	31	63
Yates.....	25	.....	1	6	25	7	32
Total.....	10,263	67	330	1,229	3,634	2,237	5,871

TABLE No. 9.

*Showing the number of idiots, epileptics, blind, deaf-mutes, and children, in the county poorhouses, October 31, 1892.*

COUNTIES.	Idiots.	Blind.	Deaf-mutes.	Epileptics.	Children under 2 years of age.	Children between 2 and 16.
Albany .....	2	3	.....	4	.....	.....
Allegany .....	9	4	1	3	1	.....
Broome .....	7	1	.....	3	7	3
Cattaraugus .....	4	.....	.....	3	1	.....
Cayuga .....	2	4	1	3	1	.....
Chautauqua .....	15	4	.....	5	.....	.....
Chemung .....	1	2	3	8	.....	.....
Chenango .....	10	2	.....	3	.....	.....
Clinton .....	14	.....	.....	6	.....	.....
Columbia .....	12	2	.....	4	1	.....
Cortland .....	1	2	.....	2	1	.....
Delaware .....	5	1	1	2	.....	.....
Dutchess .....	.....	.....	.....	1	.....	.....
Erie .....	3	14	1	29	8	4
Essex .....	6	1	1	2	1	.....
Franklin .....	7	4	2	2	1	.....
Fulton .....	1	2	.....	.....	1	.....
Genesee .....	2	.....	1	1	.....	1
Greene .....	3	3	1	3	.....	.....
Hamilton .....	.....	.....	.....	.....	.....	.....
Herkimer .....	2	1	2	1	1	.....
Jefferson .....	.....	5	1	2	2	.....
Lewis .....	.....	.....	2	3	.....	1
Livingston .....	7	1	1	9	.....	.....
Madison .....	2	1	1	4	1	.....
Monroe .....	2	6	.....	10	3	.....
Montgomery .....	9	6	1	6	.....	.....
Niagara .....	.....	6	1	.....	1	.....
Oneida .....	4	4	1	10	5	1
Onondaga .....	13	7	2	7	2	.....
Ontario .....	.....	2	.....	.....	.....	.....
Orange .....	3	1	1	1	4	.....
Orleans .....	5	3	.....	2	.....	.....
Oswego .....	9	.....	2	2	.....	.....
Otsego .....	6	3	.....	2	.....	.....
Putnam .....	2	3	.....	1	2	.....
Queens .....	.....	3	.....	1	2	2
Rensselaer .....	1	9	.....	2	7	.....
Richmond .....	2	.....	.....	3	3	.....
Rockland .....	4	4	.....	.....	1	3
St. Lawrence .....	28	3	3	10	1	2
Saratoga .....	12	2	.....	2	1	.....
Schenectady .....	3	.....	.....	.....	.....	.....
Schoharie .....	.....	1	.....	2	.....	.....
Schuyler .....	.....	.....	.....	.....	.....	.....
Seneca .....	2	.....	.....	.....	.....	.....
Steuben .....	6	1	.....	4	1	.....
Suffolk .....	1	6	4	6	5	.....
Sullivan .....	7	2	1	4	.....	1
Tioga .....	1	2	1	2	.....	.....
Tompkins .....	.....	1	1	.....	1	1
Ulster .....	3	1	3	3	1	.....
Warren .....	2	6	.....	2	2	.....
Washington .....	2	1	.....	1	4	.....
Wayne .....	4	2	1	1	2	.....
Westchester .....	3	7	.....	2	6	.....
Wyoming .....	1	3	.....	.....	1	.....
Yates .....	1	1	.....	2	.....	.....
Total .....	251	153	41	191	82	19



TABLE No. 10.

*Showing the proportion of native and foreign-born persons supported in the county poorhouses, during the year ending October 31, 1892.*

COUNTIES.	Total.	Male.	Female.	Native.	Foreign.
Albany .....	455	313	142	185	270
Allegany .....	97	54	43	76	21
Broome .....	455	305	150	270	185
Cattaraugus .....	182	110	72	72	110
Cayuga .....	367	320	47	120	247
Chautauqua .....	285	166	119	163	122
Chemung .....	181	140	41	100	81
Chenango .....	125	94	31	110	15
Clinton .....	377	330	47	206	171
Columbia .....	301	235	66	162	139
Cortland .....	127	73	54	106	21
Delaware .....	78	56	22	66	12
Dutchess .....	248	195	53	110	138
Erie .....	2,550	1,959	591	1,024	1,526
Essex .....	134	62	72	100	34
Franklin .....	192	159	33	22	170
Fulton .....	78	42	36	66	12
Genesee .....	112	76	36	67	45
Greene .....	153	104	49	106	47
Hamilton .....	.....	.....	.....	.....	.....
Herkimer .....	833	321	12	304	29
Jefferson .....	182	91	91	92	90
Lewis .....	65	44	21	28	37
Livingston .....	283	202	81	168	115
Madison .....	260	206	54	133	127
Monroe .....	1,027	728	299	413	614
Montgomery .....	92	43	49	68	24
Niagara .....	1,144	1,038	106	684	460
Oneida .....	948	576	372	508	440
Onondaga .....	385	198	187	148	237
Ontario .....	279	245	34	140	139
Orange .....	420	331	89	145	275
Orleans .....	90	59	31	27	63
Oswego .....	134	71	63	90	44
Otsego .....	154	118	36	128	26
Putnam .....	98	64	34	32	66
Queens .....	613	578	35	145	468
Rensselaer .....	668	475	193	229	439
Richmond .....	262	175	87	68	194
Rockland .....	130	78	52	40	90
St. Lawrence .....	195	107	88	127	68
Saratoga .....	452	359	93	275	177
Schenectady .....	160	129	31	35	125
Schoharie .....	53	34	19	20	33
Schuyler .....	.....	.....	.....	.....	.....
Seneca .....	400	386	14	301	99
Steuben .....	182	144	38	122	60
Suffolk .....	335	235	100	180	155
Sullivan .....	92	61	31	58	34
Tioga .....	80	54	26	65	15
Tompkins .....	169	84	85	127	42
Ulster .....	161	135	26	118	43
Warren .....	94	60	34	71	23
Washington .....	173	133	40	112	61
Wayne .....	240	172	68	85	155
Westchester .....	762	597	165	268	494
Wyoming .....	84	50	34	58	26
Yates .....	64	44	20	45	19
Total .....	17,760	13,218	4,542	8,788	8,972

TABLE No. 11.

*Amount expended for support and relief during the year.*

COUNTIES.	In connection with the poorhouses.	For out-door relief.	Total.
Albany .....	\$28,079 90	\$26,000 00	\$54,079 90
Allegany .....	3,947 28	5,783 54	9,730 82
Broome .....	20,456 42	19,679 79	40,136 21
Cattaraugus .....	8,897 52	6,035 51	14,933 03
Cayuga .....	6,300 39	.....	6,300 39
Chautauqua .....	13,573 32	20,397 08	33,970 40
Chemung .....	8,003 11	.....	8,003 11
Chenango .....	6,731 10	7,971 89	14,705 99
Clinton .....	11,755 67	13,670 40	25,426 07
Columbia .....	13,239 58	431 22	13,670 80
Cortland .....	5,085 20	4,393 11	9,478 31
Delaware .....	3,219 67	.....	3,219 67
Dutchess .....	8,729 70	655 00	9,384 70
Erie .....	112,968 93	54,844 39	167,813 32
Essex .....	4,404 58	3,324 87	7,729 45
Franklin .....	4,438 63	6,959 30	11,397 93
Fulton .....	5,010 20	12,912 21	17,922 41
Genesee .....	5,545 42	10,681 19	16,226 61
Greene .....	5,000 00	200 00	5,200 00
Hamilton .....	.....	.....	.....
Herkimer .....	6,481 18	.....	6,481 18
Jefferson .....	6,458 54	22,000 00	28,458 54
Lewis .....	4,865 16	2,579 77	7,444 93
Livingston .....	10,688 68	4,778 08	15,466 76
Madison .....	8,851 30	.....	8,851 30
Monroe .....	22,378 31	56,956 44	79,334 75
Montgomery .....	8,425 00	30,410 12	38,835 12
Niagara .....	13,923 65	.....	13,923 65
Oneida .....	47,988 14	27,088 74	75,076 88
Onondaga .....	14,695 60	5,324 80	20,020 40
Ontario .....	8,672 10	17,549 27	26,221 37
Orange .....	21,372 36	1,897 46	23,269 82
Orleans .....	6,887 00	8,006 00	14,893 00
Oswego .....	7,309 01	39,006 20	46,315 21
Otsego .....	7,758 06	3,736 49	11,494 55
Putnam .....	5,839 99	.....	5,839 99
Queens .....	12,389 67	55,945 09	68,334 76
Rensselaer .....	18,113 15	5,060 84	23,173 99
Richmond .....	12,183 50	.....	12,183 50
Rockland .....	8,896 08	5,506 26	14,402 34
St. Lawrence .....	7,551 94	8,267 04	15,818 98
Saratoga .....	10,000 00	.....	10,000 00
Scheneectady .....	6,960 81	1,718 19	8,679 00
Schoharie .....	3,000 00	6,756 00	9,756 00
Schuyler .....	.....	.....	.....
Seneca .....	6,160 86	10,876 33	17,037 19
Steuben .....	6,544 20	14,760 08	21,304 28
Suffolk .....	15,087 50	18,450 89	33,538 39
Sullivan .....	5,209 38	2,823 88	8,033 26
Tioga .....	5,424 20	13,389 78	18,813 98
Tompkins .....	3,289 30	8,833 84	12,123 14
Ulster .....	8,661 40	.....	8,661 40
Warren .....	4,976 64	9,167 65	14,144 29
Washington .....	6,461 84	.....	6,461 84
Wayne .....	12,582 32	23,043 19	35,625 51
Westchester .....	16,171 14	1,912 68	18,083 82
Wyoming .....	7,605 62	236 31	7,841 93
Yates .....	3,004 44	5,558 25	8,562 69
Total .....	\$658,257 69	\$605,579 17	\$1,263,836 86



TABLE No. 12.

*Showing the estimated value of poorhouse establishments, of the products of the farms, of the labor of paupers, and the expense of supporting each person.*

COUNTIES.	Number of acres of land attached to the poorhouse.	Estimated value of poorhouse establishments.	Estimated value of the products of the farms.	Value of labor of paupers.	Yearly average sum expended for each pauper, including salaries, medicines and medical attendance.	Weekly expense of each person.
Albany.....	107	\$150,000 00	\$2,000 00	\$1,000 00	\$120 00	\$2 50
Allegany.....	363	37,500 00	2,992 90	300 00	56 71	1 09
Broome.....	130	55,000 00	3,000 00	600 00	70 58	1 35
Cattaraugus.....	200	83,000 00	3,500 00	500 00	64 25	1 23
Cayuga.....	96	30,000 00	1,000 00	500 00	70 46	1 35
Chautauqua.....	338	86,925 00	3,158 25	1,000 00	68 52	1 32
Chemung.....	180	36,600 00	3,098 00	400 00	62 66	1 20
Chenango.....	175	22,000 00	1,807 70	.....	36 95	71
Clinton.....	80	40,000 00	1,998 50	150 00	58 78	1 13
Columbia.....	204	43,000 00	1,742 50	.....	91 92	1 77
Cortland.....	118	31,000 00	1,800 00	400 00	67 08	1 29
Delaware.....	210	16,000 00	2,000 00	500 00	39 94	77
Dutchess.....	103	15,000 00	1,250 00	650 00	91 00	1 75
Erie.....	154	527,000 00	10,062 55	22,441 73	143 18	2 75
Essex.....	165	30,000 00	1,500 00	200 00	51 48	99
Frauklin.....	110	30,000 00	2,487 99	.....	70 20	1 35
Fulton.....	100	9,000 00	650 00	100 00	106 60	2 05
Genesee.....	194	20,000 00	2,875 00	1,000 00	54 90	1 05
Greene.....	188	25,000 00	2,500 00	250 00	65 00	1 25
Hamilton.....	.....	.....	.....	.....	.....	.....
Herkimer.....	65	30,000 00	782 00	.....	79 31	1 52
Jefferson.....	160	40,000 00	1,800 00	300 00	60 32	1 16
Lewis.....	59	25,000 00	1,782 10	100 00	57 34	1 10
Livingston.....	151	57,000 00	3,656 00	1,000 00	87 99	1 69
Madison.....	165	46,140 00	3,940 26	150 00	69 15	1 33
Monroe.....	62	125,000 00	3,730 85	1,200 00	70 59	1 35
Montgomery.....	160	25,000 00	2,500 00	150 00	.....	.....
Niagara.....	130	50,000 00	1,377 20	500 00	150 28	2 89
Oneida.....	356	245,000 00	14,154 33	4,200 00	102 20	1 97
Onondaga.....	90	75,000 00	2,563 42	500 00	65 69	1 26
Ontario.....	212	51,000 00	3,860 00	700 00	59 47	1 14
Orange.....	263	*50,000 00	4,000 00	300 00	85 00	1 63
Orleans.....	133	25,000 00	3,356 00	100 00	78 52	1 51
Oswego.....	65	25,000 00	1,000 00	365 00	75 92	1 46
Otsego.....	295	35,000 00	4,014 57	500 00	62 74	1 20
Putnam.....	200	20,000 00	.....	.....	91 00	1 75
Queens.....	450	75,000 00	5,000 00	2,000 00	122 00	2 35
Rensselaer.....	146	130,000 00	2,200 00	400 00	99 07	1 90
Richmond.....	98	24,000 00	4,110 00	800 00	77 84	1 50
Rockland.....	51	40,000 00	2,100 00	1,400 00	59 28	1 14
St. Lawrence.....	335	90,000 00	3,000 00	900 00	61 50	1 23
Saratoga.....	120	30,000 00	1,050 00	200 00	70 51	1 35
Schenectady.....	25	25,000 00	300 00	100 00	79 17	1 52
Schoharie.....	60	6,000 00	960 00	200 00	113 15	2 17
Schuyler.....	.....	.....	.....	.....	.....	.....
Seneca.....	126	18,000 00	1,500 00	300 00	72 89	1 40
Steuben.....	200	30,000 00	1,600 00	350 00	80 80	1 54
Suffolk.....	600	75,000 00	5,000 00	1,000 00	78 00	1 50
Sullivan.....	100	13,000 00	1,500 00	100 00	70 72	1 36
Tioga.....	102	15,000 00	2,123 80	350 00	83 46	1 60
Tompkins.....	100	30,000 00	1,000 00	.....	62 71	1 21
Ulster.....	147	50,000 00	2,500 00	600 00	63 87	1 22
Warren.....	200	10,000 00	1,200 00	150 00	85 80	1 65
Washington.....	267	36,000 00	3,300 00	800 00	75 92	1 46
Wayne.....	196	30,000 00	4,000 00	620 00	75 00	1 45
Westchester.....	125	75,000 00	2,500 00	1,500 00	65 65	1 26
Wyoming.....	251	25,000 00	4,499 17	200 00	69 80	1 34
Yates.....	185	20,000 00	2,075 00	150 00	74 36	1 43
Total.....	9,539	\$3,040,165 00	\$151,964 19	\$51,876 73	.....	.....

\* Valuation \$50,000 less than in 1891 because the insane asylum has been vacated.

TABLE No. 13.

Showing the number of persons supported and relieved, and the changes in the city almshouses during the year ending October 31, 1892.

NAME.	Number in the almshouse Nov. 1, 1891.	Received during the year.	Born in the house.	Whole number supported.	Number temporarily relieved.	Total supported and relieved.
Kings county (Brooklyn city) almshouse.....	3,534	7,951	135	11,620	.....	11,620
Kingston city almshouse.....	47	23	.....	70	1,042	1,112
Newburgh city and town almshouse.....	99	116	2	217	966	1,183
New York city almshouse.....	10,638	42,653	442	53,733	79,099	132,832
Oswego city almshouse.....	46	28	1	75	732	807
Poughkeepsie city almshouse.....	63	127	2	192	869	1,061
Total.....	14,427	50,898	582	65,907	82,708	148,615

TABLE No. 13 — (Concluded).

NAME.	Discharged.	Bound out.	Absconded.	Died.	REMAINING Nov. 1, 1892.		
					Males.	Females.	Total.
Kings county (Brooklyn city) almshouse.....	6,937	.....	42	885	1,716	2,040	3,756
Kingston city almshouse....	15	.....	.....	12	33	10	43
Newburgh city and town almshouse.....	99	.....	6	13	53	46	99
New York city almshouse.....	37,903	.....	18	4,762	5,558	5,492	11,050
Oswego city almshouse.....	23	.....	3	11	15	23	38
Poughkeepsie city almshouse.....	112	.....	8	11	29	32	61
Total.....	45,089	.....	77	5,694	7,404	7,648	15,047

TABLE No. 14.

Showing the number of idiots, epileptics, blind, deaf-mutes and children in the city almshouses, November 1, 1892.

NAME.	Idiots.	Blind.	Deaf-mutes.	Epileptics.	Children under 2 years of age.	Children between 2 and 16 years.
Kings county (Brooklyn city) almshouse .	39	29	.....	165	75	50
Kingston city almshouse .....	.....	3	.....	1	.....	.....
Newburgh city and town almshouse .....	1	1	2	5	2	1
New York city almshouse .....	386	119	3	173	206	467
Oswego city almshouse .....	9	4	.....	3	.....	1
Poughkeepsie city almshouse .....	2	3	.....	1	1	.....
Total.....	437	159	5	348	284	519



TABLE No. 15.

*Showing the proportion of native and foreign-born persons supported during the year.*

NAME.	Total.	Male.	Female.	Native.	Foreign.
Kings county (Brooklyn city) almshouse .....	11,620	6,184	5,436	4,297	7,323
Kingston city almshouse .....	70	55	15	20	50
Newburgh city and town almshouse .....	217	133	84	119	98
New York city almshouse .....	53,733	33,147	20,586	19,362	34,371
Oswego city almshouse .....	75	37	38	20	55
Poughkeepsie city almshouse .....	192	106	86	72	120
Total.....	65,907	39,662	26,245	23,890	42,017

TABLE No. 16.

*Amount expended for support and relief during the year.*

NAME.	For support in almshouses.	For out-door relief.	Total.
Kings county (Brooklyn city) almshouse .....	\$529,255 42	.....	\$529,255 42
Kingston city almshouse .....	5,828 40	\$5,631 45	11,459 85
Newburgh city and town almshouse .....	14,223 59	6,463 37	20,686 96
New York city almshouse ....	1,590,748 16	50,000 00	1,640,748 16
Oswego city almshouse .	3,280 39	10,279 72	13,560 11
Poughkeepsie city almshouse .....	7,844 55	3,981 28	11,825 83
Total.....	\$2,151,180 51	\$76,355 82	\$2,227,536 33

TABLE No. 17.

*Showing the estimated value of the almshouse establishments, of the products of the farm, of the labor of paupers, and the expense of supporting each person.*

NAME.	Acres of land attached to the almshouse.	Estimated value of almshouse establishments.	Estimated value of the products of the farm.	Value of labor of paupers.	Yearly average sum expended for each pauper, including salaries, medicines and medical attendance.	Average weekly expense of each person.
Kings county (Brooklyn city) almshouse.....	1,020	\$4,000 000 00	\$15,000 00	\$43,079 80	\$125 47	\$2 41
Kingston city almshouse .....	50	48,000 00	625 00	600 00	96 92	1 86
Newburgh city and town almshouse..	73	38,500 00	2,400 00	600 00	65 64	1 26
New York city almshouse .....	.....	2,695,000 00	.....	.....	147 03	2 82
Oswego city almshouse.....	136	21,113 42	3,998 44	.....	72 89	1 40
Poughkeepsie city almshouse .....	18	50,000 00	200 00	100 00	112 06	2 15
Total.....	1,297	\$6,852,613 42	\$22,223 44	\$44,379 80	.....	.....

TABLE No. 18.

Showing the estimated value of the property of orphan asylums and homes for the friendless, and their indebtedness, at the close of the year ending September 30, 1892.

INSTITUTIONS.	Real estate.	Personal property.	Total.	INDEBTEDNESS.		
				Real.	Personal.	Total.
Albany Guardian Society and Home for the Friendless.....	\$35,000 00	\$56,175 00	\$91,175 00	.....	.....	.....
Albany Home School for the Oral Instruction of the Deaf.....	.....	.....	.....	.....	.....	.....
Albany Orphan Asylum.....	63,000 00	74,600 00	137,600 00	.....	.....	.....
American Female Guardian Society and Home for the Friendless, New York.....	100,000 00	17,000 00	117,000 00	.....	.....	.....
Association for Befriending Children and Young Girls, New York.....	195,000 00	.....	195,000 00	\$49,000 00	\$15,764 19	\$64,764 19
Association for the Relief of Respectable, Aged, Indigent Females, New York.....	275,000 00	456,900 00	731,900 00	.....	.....	.....
Asylum of Our Lady of Refuge, Buffalo.....	23,800 75	5,251 30	29,052 05	2,869 00	.....	2,869 00
Asylum of the Sisters of St. Dominic, Blauveltville.....	83,000 00	.....	83,000 00	9,000 00	37,167 68	46,167 68
Babies' Nursery, Albany*.....	.....	.....	.....	.....	.....	.....
Baptist Home, Brooklyn.....	100,000 00	.....	100,000 00	.....	.....	.....
Baptist Home for the Aged, New York.....	128,000 00	52,000 00	180,000 00	.....	1,000 00	1,000 00
Bethlehem Orphanage, New York.....	75,000 00	.....	75,000 00	.....	.....	.....
Bethlehem Orphan and Half Orphan Asylum, College Point, L. I.....	17,570 78	.....	17,570 78	9,000 00	773 13	9,000 00
Brooklyn Home for Aged Colored People.....	14,477 90	.....	14,477 90	6,000 00	.....	6,000 00
Brooklyn Industrial School Association and Home for Destitute Children.....	175,000 00	25,000 00	200,000 00	.....	.....	.....
Brooklyn Industrial School Association, E. D.....	125,458 43	7,500 00	132,958 43	.....	.....	.....
Brooklyn Nursery.....	55,000 00	3,209 04	58,209 04	8,000 00	2,782 35	5,782 35
Brown Memorial Association for the Education of Boys, New York.....	.....	6,938 67	6,938 67	.....	.....	.....
Buffalo Deaconess Home of the Methodist Episcopal Church.....	1,000 00	.....	1,000 00	.....	75 00	75 00
Buffalo Orphan Asylum.....	50,863 15	183,123 74	233,986 89	.....	.....	.....
Burnham Industrial Farm, Canaan.....	75,000 00	10,000 00	85,000 00	.....	2,998 30	2,998 30
Cayuga Asylum for Destitute Children, Auburn.....	76,000 00	29,870 00	105,870 00	.....	7,000 00	7,000 00
Central New York Institution for Deaf-Mutes, Rome.....	125,000 00	7,445 75	132,445 75	25,000 00	3,100 00	28,100 00
Chapin Home for the Aged and Infirm, New York.....	195,000 00	63,539 67	258,539 67	.....	.....	.....
Charity Foundation of the Protestant Episcopal Church, Buffalo.....	80,000 00	100,111 50	180,111 50	.....	2,138 00	2,138 00
Children's Aid Society, Brooklyn.....	110,900 00	68,000 00	178,900 00	.....	.....	.....
Children's Aid Society, New York.....	500,000 00	225,000 00	725,000 00	22,000 00	2,340 33	22,000 00
Children's Fold, New York.....	10,919 26	.....	10,919 26	.....	.....	.....
Children's Friend Society, Albany.....	16,000 00	16,240 00	32,240 00	.....	.....	.....
Children's Home, Amsterdam.....	10,000 00	600 00	10,600 00	.....	.....	.....
Children's Home, Newburgh.....	.....	.....	.....	2,000 00	.....	2,000 00
Church Charity Foundation of Long Island, Brooklyn.....	16,000 00	201,687 35	217,687 35	41,400 00	.....	41,400 00
Church Home of the City of Troy.....	283,594 00	29,392 00	312,986 00	.....	.....	.....
Church Home, Geneva.....	30,000 00	21,234 61	51,234 61	.....	.....	.....
Colored Home and Hospital, New York.....	150,000 00	85,000 00	235,000 00	.....	.....	.....
Colored Orphan Asylum and Association for the Benefit of Colored Children, New York.....	280,000 00	173,000 00	453,000 00	.....	.....	.....
Convent of the Sisters of Mercy, Brooklyn.....	275,000 00	.....	275,000 00	.....	.....	.....
Davenport Institution for Female Orphan Children, Bath.....	141,000 00	209,266 00	350,266 00	.....	.....	.....
Day Home, Troy.....	13,500 00	55,400 00	68,900 00	.....	.....	.....
Deborah Powers' Home for Old Ladies, Lansingburgh.....	22,571 80	44,400 00	66,971 80	.....	.....	.....

\* No report furnished, or furnished after tabs were closed.



TABLE No. 18 — (Continued).

INSTITUTIONS.	INDERTEDNESS.			Total.
	Real estate.	Personal property.	Total.	
Eighth Ward Mission, New York .....	.....	.....	.....	.....
Ehbra Industrial School Association.....	\$17,500 00	.....	\$17,500 00	.....
Evangelical Home for Aged Germans, Brooklyn.....	110,000 00	.....	110,000 00	\$17,000 00
Evangelical Lutheran St. John's Orphan Home, Buffalo.....	75,000 00	\$11,000 00	86,000 00	.....
Fairview Home for Friendless Children, West Troy.....	70,000 00	480 70	70,480 70	21,000 00
Five Points House of Industry, New York .....	194,368 55	28,500 00	222,868 55	.....
Five Points Mission, New York .....	100,000 00	.....	100,000 00	.....
Foundling Asylum of the Sisters of Charity, New York .....	525,000 00	9,900 00	534,900 00	12,250 00
Free Home for Destitute Young Girls, New York .....	30,000 00	7,000 00	37,000 00	250 00
Gallaudet Home for Aged and Infirm Deaf-Mutes, Poughkeepsie.....	35,000 00	.....	35,000 00	850 00
German Evangelical Church Home, Buffalo.....	10,500 00	3,000 00	13,500 00	.....
German Evangelical Lutheran Orphan Asylum, Syracuse.....	104,000 00	876 46	104,876 46	.....
German Roman Catholic Orphan Asylum, Buffalo.....	19,903 00	.....	19,903 00	3,440 00
Gilbert A. Robertson Home, Scarsdale .....	20,800 00	104,539 88	124,412 88	.....
Greenpoint Home for the Aged, Brooklyn .....	850,000 00	350,000 00	1,200,000 00	4,500 00
Hebrew Benevolent and Orphan Asylum Society, New York.....	.....	.....	.....	384,900 00
Hebrew Orphan Asylum, Brooklyn* .....	270,000 00	.....	270,000 00	11,425 36
Hebrew Sheltering Guardian Society of New York.....	115,000 00	.....	115,000 00	.....
Henry Keep Home, Watertown .....	35,000 00	22,145 27	57,145 27	.....
Home for Aged Men, Albany .....	80,000 00	5,000 00	85,000 00	8,000 00
Home for Aged Men, Brooklyn .....	10,000 00	.....	10,000 00	.....
Home for the Aged, Elmira.....	30,000 00	14,500 00	44,500 00	.....
Home for the Aged and Infirm Hebrews, New York.....	274,262 58	28,420 90	302,683 48	30,000 00
Home for the Aged of the Little Sisters of the Poor, Albany.....	95,000 00	.....	95,000 00	11,000 00
Home for the Aged of the Little Sisters of the Poor, Brooklyn.....	110,000 00	.....	110,000 00	.....
Home for the Aged for the Little Sisters of the Poor, New York.....	326,000 00	.....	326,000 00	2,425 00
Home for the Aged of the Little Sisters of the Poor, Troy .....	90,000 00	.....	90,000 00	13,000 00
Home for the Blind, New York .....	90,000 00	88,116 71	178,016 71	3,000 00
Home for Fallen and Friendless Girls, New York.....	26,000 00	6,087 48	32,087 48	29,773 51
Home for the Friendless, Auburn.....	5,000 00	17,450 00	22,450 00	.....
Home for the Friendless, Buffalo.....	65,000 00	59,019 96	124,019 96	452 48
Home for the Friendless, Lockport.....	80,000 00	33,629 08	113,629 08	.....
Home for the Friendless, Newburgh .....	20,000 00	54,353 50	74,353 50	1,896 31
Home for the Friendless, Rochester.....	30,000 00	27,988 53	57,988 53	.....
Home for the Friendless, Schenectady.....	5,500 00	40,161 91	45,661 91	.....
Home for the Friendless of Northern New York, Plattsburgh.....	12,800 00	.....	12,800 00	.....
Home of the Good Shepherd, Saratoga.....	11,000 00	2,600 00	13,600 00	.....
Home for the Homeless, Oswego.....	25,000 00	7,500 00	32,500 00	.....
Home for the Homeless in the City of Utica.....	27,000 00	111,032 80	138,032 80	.....
Home for Old Men and Aged Couples, New York.....	.....	121,000 00	121,000 00	.....
House of the Good Shepherd and St. Ann's School of Industry, Albany* .....	9,000 00	5,100 00	14,100 00	.....
House of the Good Shepherd, Binghamton .....	210,000 00	.....	210,000 00	10,000 00
House of the Good Shepherd, Brooklyn.....	141,500 00	.....	141,500 00	60,000 00
House of the Good Shepherd, New York.....	20,000 00	.....	20,000 00	13,715 82
House of the Good Shepherd, Tomkins Cove.....	13,500 00	10,000 00	23,500 00	10,000 00
House of the Good Shepherd, Utica .....	.....	.....	.....	16,900 00

House of Industry, Poughkeepsie.....	3,000 00	1,000 00	4,000 00	64,196 34	20,425 91	84,622 25
House of Industry and Refuge for Discharged Convicts, New York.....	92,063 86	.....	92,063 86	.....	65,000 00	65,000 00
House of Mercy, New York.....	350,000 00	.....	350,000 00	.....	.....	.....
House of Shelter, Albany.....	20,000 00	22,750 00	42,750 00	.....	1,150 00	1,150 00
Howard Colored Orphan Asylum, Brooklyn.....	55,000 00	.....	55,000 00	.....	.....	.....
Howard Mission, New York.....	800 00	5,625 91	6,425 91	.....	.....	.....
Hudson Orphan and Relief Association.....	34,352 46	89,330 55	123,683 01	.....	.....	.....
Industrial School of Rochester.....	20,000 00	51,293 19	71,293 19	.....	.....	.....
Industrial School of the Sisters of Mercy, Rochester*.....	.....	.....	.....	.....	.....	.....
Inebriates' Home, Fort Hamilton, L. I.....	220,277 70	88,665 50	308,943 20	.....	.....	.....
Ingle-side Home, Buffalo.....	65,000 00	7,900 00	72,900 00	21,000 00	817 77	21,817 77
Institution for the Improved Instruction of Deaf-Mutes, New York.....	176,728 73	.....	176,728 73	32,000 00	.....	32,000 00
Institution of Mercy, New York.....	209,768 58	.....	209,768 58	6,000 00	12,780 85	18,780 85
Isabella Helmath, New York.....	579,762 79	272,322 82	852,085 61	.....	.....	.....
Isaac T. Hopper Home, New York.....	30,000 00	75,000 00	105,000 00	.....	.....	.....
Jefferson County Orphan Asylum, Watertown.....	30,568 84	29,153 42	59,722 26	.....	152 87	152 87
Jewish Orphan Asylum of Western New York, Rochester.....	20,000 00	50,565 53	70,565 53	.....	.....	.....
Ladies' Deborah Nursery and Childs' Protectory, New York*.....	.....	.....	.....	.....	.....	.....
Leake and Watts' Orphan Asylum, Yonkers*.....	.....	.....	.....	.....	.....	.....
Le Conteulx St. Mary's Deaf and Dumb Asylum, Buffalo.....	154,560 00	.....	154,560 00	9,000 00	7,000 00	16,000 00
Madison County Orphan Asylum, Peterboro.....	14,500 00	14,000 00	28,500 00	.....	.....	.....
Magdalen Benevolent Society, New York.....	135,000 00	87,840 82	222,840 82	25,000 00	.....	25,000 00
Margaret Strachan Home for Fallen Women, New York.....	22,000 00	2,165 74	24,165 74	.....	.....	.....
Margaret Family Asylum, Stapleton, S. I.....	28,000 00	500 00	28,500 00	.....	.....	.....
Messiah Home for Little Children, New York.....	600 00	.....	600 00	.....	.....	.....
Methodist Episcopal Church Home of Brooklyn.....	90,000 00	3,000 00	93,000 00	5,000 00	900 00	5,900 00
Methodist Episcopal Church Home, New York.....	150,000 00	60,866 21	210,866 21	.....	.....	.....
Midnight Mission, New York.....	30,000 00	3,540 33	33,540 33	.....	.....	.....
Mission of the Immaculate Virgin, New York.....	650,000 00	.....	650,000 00	.....	.....	.....
Missionary Sisters of the Third Order of St. Francis, New York.....	200,000 00	.....	200,000 00	.....	.....	.....
Mount Magdalen School of Industry and Reformatory of the Good Shepherd, Troy.....	90,000 00	.....	90,000 00	.....	.....	.....
New York Catholic Protectory.....	1,126,248 13	27,245 07	1,153,493 20	55,000 00	6,000 00	6,000 00
New York Christian Home for Intemperate Men.....	125,000 00	50,000 00	175,000 00	231,000 00	13,000 00	68,000 00
New York Juvenile Asylum.....	175,000 00	10,000 00	185,000 00	.....	28,298 33	259,303 83
New York Mothers' Home of the Sisters of Misericorde.....	525,000 00	66,656 19	591,656 19	31,500 00	3,200 00	3,200 00
Northern New York Institution for Deaf-Mutes, Malone.....	73,710 00	.....	73,710 00	.....	8,500 00	40,000 00
Nursery and Child's Hospital, New York.....	80,000 00	.....	80,000 00	.....	.....	.....
Nursery and Home, Yonkers.....	161,177 78	177,000 00	338,177 78	.....	1,100 00	38,000 00
Old Ladies' Home, Poughkeepsie.....	10,500 00	.....	10,500 00	.....	850 00	1,100 00
Old Ladies' Home, Waterford.....	25,000 00	39,000 00	64,000 00	.....	.....	5,850 00
Oneida County Orphan Asylum, Syracuse.....	17,000 00	.....	17,000 00	.....	.....	.....
Ontario Orphan Asylum, Canandaigua.....	110,132 00	19,421 32	129,553 32	.....	.....	.....
Open door Mission Albany.....	18,700 00	27,208 00	45,908 00	.....	84 00	84 00
Orange County Home for Aged Women, Middletown.....	10,500 00	.....	10,500 00	.....	.....	.....
Orphan Asylum Society, Brooklyn.....	13,325 00	6,849 95	20,174 95	.....	.....	.....
Orphan Asylum Society, New York.....	260,000 00	148,750 00	408,750 00	.....	.....	.....
Orphan Asylum Society of the Reformed Churches of Brooklyn and New York, Brooklyn.....	550,000 00	243,760 00	793,760 00	.....	.....	.....
Orphans' Home and Asylum of the Holy Trinity Church, Brooklyn, E. D.....	25,500 00	106,780 44	132,280 44	.....	.....	.....
Orphans' Home and Asylum of the Protestant Episcopal Church, New York.....	45,000 00	316,200 00	361,200 00	.....	.....	.....
Orphan's Home of St. Peter's Church, Albany.....	7,000 00	4,945 90	11,945 90	.....	.....	.....
Orphan's Home of the Holy Saviour, Cooperstown.....	28,000 00	4,500 00	32,500 00	.....	.....	.....
Orphanage of the Church of the Holy Trinity, New York.....	25,000 00	.....	25,000 00	.....	.....	.....
Orphanage of Our Lady of Mercy, Newburgh.....	20,000 00	.....	20,000 00	.....	6,117 19	14,117 19
Oswego Orphan Asylum.....	20,000 00	16,678 95	36,678 95	8,000 00	.....	.....

\* No report furnished, or furnished after tables were closed.

+ Real estate sold.

# Report returned for correction and not sent back.



TABLE No. 18 — (Concluded).

INSTITUTIONS.	Real estate.	Personal property.	Total.	INDEBTEDNESS.		
				Real.	Personal.	Total.
Peabody Home for Aged and Indigent Women, New York.....	\$6,900 00	\$9,500 00	\$16,400 00	.....	.....	.....
Poughkeepsie Orphan House and Home for the Friendless.....	20,000 00	65,950 86	85,950 86	.....	.....	.....
Presbyterian Home Association, Troy*.....	.....	.....	.....	.....	.....	.....
Presbyterian Home, New York.....	125,000 00	185,000 00	310,000 00	.....	.....	.....
Protestant Episcopal Church Home, Rochester.....	50,000 00	23,220 77	73,220 77	.....	.....	.....
Riverside Rest Association, New York.....	.....	.....	.....	.....	.....	.....
Rochester Home of Industry.....	60,000 00	.....	60,000 00	\$18,856 00	\$1,239 46	\$19,936 00
Rochester Orphan Asylum.....	100,000 00	39,726 75	139,726 75	.....	.....	.....
Roman Catholic Orphan Asylum Society, Brooklyn.....	550,000 00	.....	550,000 00	26,866 00	28,362 64	55,228 64
Roman Catholic Orphan Asylum Society, New York *.....	.....	.....	.....	.....	.....	.....
St. Agatha's Home for Children, Nanuet.....	55,000 00	6,000 00	61,000 00	25,000 00	3,000 00	28,000 00
St. Barnabas' House, New York.....	90,000 00	15,000 00	105,000 00	28,000 00	.....	28,000 00
St. Benedict's Home for Destitute Colored Children, New York*.....	.....	.....	.....	.....	.....	.....
St. Christopher's Home, New York.....	110,000 00	.....	110,000 00	.....	.....	.....
St. Chrysostom's Nursery, New York.....	600 00	.....	600 00	.....	707 00	707 00
St. Cohnan's Industrial School and Orphan Asylum, West Troy.....	46,589 84	.....	46,589 84	32,896 62	.....	32,896 62
St. Elizabeth's Industrial School, New York.....	40,000 00	.....	40,000 00	13,600 00	.....	13,600 00
St. Francis' Asylum, Buffalo.....	133,000 00	.....	133,000 00	4,900 00	2,192 00	7,092 00
St. James' Home, New York.....	58,000 00	.....	58,000 00	14,000 00	3,900 00	17,900 00
St. John's Female Orphan Asylum, Utica.....	35,600 00	.....	35,600 00	4,500 00	.....	4,500 00
St. John's Orphan Asylum, Greenbush.....	10,900 00	.....	10,000 00	.....	.....	.....
St. Joseph's Asylum and House of Providence, Syracuse.....	80,000 00	2,000 00	82,000 00	31,883 80	.....	31,883 80
St. Joseph's German Roman Catholic Orphan Asylum, Rochester.....	42,000 00	33,555 00	75,555 00	.....	.....	.....
St. Joseph's Home for the Aged, New York.....	250,000 00	15,000 00	265,000 00	108,000 00	.....	108,000 00
St. Joseph's Institution for the Improved Instruction of Deaf-Mutes, Fordham.....	268,974 00	.....	268,974 00	56,000 00	.....	56,000 00
St. Joseph's Male Orphan Asylum, West Seneca.....	71,000 00	.....	71,000 00	19,750 00	4,745 12	24,495 12
St. Joseph's Maternity and Foundling Asylum, Syracuse.....	.....	.....	.....	.....	.....	.....
St. Joseph's Orphan Asylum, New York.....	250,000 00	.....	250,000 00	.....	20,000 00	20,000 00
St. Luke's Home for Indigent Christian Females, New York.....	81,000 00	119,336 48	200,336 48	.....	.....	.....
St. Malachy's Home, East New York.....	20,000 00	.....	26,000 00	.....	.....	.....
St. Margaret's Home, Red Hook*.....	.....	.....	.....	.....	.....	.....
St. Margaret's House, Albany.....	.....	.....	.....	.....	.....	.....
St. Mary's Boys' Orphan Asylum, Rochester.....	65,000 00	.....	65,000 00	4,000 00	5,240 00	9,240 00
St. Mary's Catholic Orphan Asylum, Binghamton.....	60,000 00	.....	60,000 00	25,000 00	1,000 00	26,000 00
St. Mary's Maternity and Childrens' Home, Brooklyn.....	.....	.....	.....	.....	.....	.....
St. Mary's Orphan Asylum, Canandaigua.....	27,000 00	.....	27,000 00	6,250 00	.....	6,250 00
St. Mary's Orphan Asylum, Dunkirk.....	28,000 00	.....	28,000 00	.....	.....	.....
St. Mary's Orphan Asylum, Port Jervis.....	10,000 00	.....	10,000 00	.....	2,500 00	2,500 00
St. Michael's Home for Destitute Children, Green Ridge, S. I.....	50,000 00	.....	50,000 00	.....	.....	.....
St. Patrick's Female Orphan Asylum, Rochester.....	30,000 00	.....	30,000 00	.....	485 00	485 00
St. Peter's German Roman Catholic Association, Rondout.....	800 00	31 11	831 11	14 28	700 00	714 28
St. Phebe's Mission, Brooklyn.....	60,000 00	2,500 00	62,500 00	.....	.....	.....
St. Philip's Parish Home for Aged, Infirm and Destitute Persons, New York.....	2,700 00	.....	2,700 00	.....	.....	.....
St. Vincent de Paul's Orphan Asylum, New York.....	203,714 45	.....	203,714 45	21,500 00	.....	24,500 00
St. Vincent de Paul's Orphan Asylum, Syracuse.....	62,000 00	.....	62,000 00	.....	.....	.....
St. Vincent's Female Orphan Asylum, Albany.....	131,289 00	.....	131,289 00	13,000 00	.....	13,000 00
St. Vincent's Female Orphan Asylum, Buffalo.....	65,000 00	.....	65,000 00	4,747 16	.....	4,747 16

St. Vincent's Female Orphan Asylum, Troy .....	106,075 00	.....	106,075 00	15,000 00	13,000 00	28,000 00
St. Vincent's Home for Boys, Brooklyn .....	20,000 00	.....	20,000 00	5,000 00	.....	5,000 00
St. Vincent's Industrial School, Utica .....	90,000 00	.....	90,000 00	45,000 00	.....	45,000 00
St. Vincent's Infant Orphan Asylum, Buffalo .....	100,000 00	.....	100,000 00	3,000 00	.....	3,000 00
St. Vincent's Male Orphan Asylum, Albany .....	45,000 00	.....	45,000 00	.....	.....	.....
Sailors' Snug Harbor, New Brighton, S. I. ....	30,000 00	42,287 50	72,287 50	.....	.....	.....
Samaritan Home for Aged Men and Women, New York .....	4,000 00	.....	4,000 00	.....	.....	.....
Saratoga Home for Children .....	196,959 56	115,511 22	312,470 78	.....	.....	.....
Sheltering Arms, New York .....	38,250 00	24,530 23	62,780 23	.....	.....	.....
Sheltering Arms Nursery, Protestant Episcopal Church, Brooklyn .....	22,000 00	12,683 23	34,683 23	1,000 00	.....	1,000 00
Shelter for Babies, New York .....	12,600 00	.....	12,600 00	.....	.....	.....
Shelter for Homeless Women, Syracuse .....	7,725 00	.....	7,725 00	.....	.....	.....
Shepherd's Fold of the City of New York .....	.....	1,550 00	1,550 00	.....	.....	.....
Silver Cross Day Nursery, New York .....	289,023 00	.....	289,023 00	62,809 00	.....	70,622 78
Sisters of the Third Order of St. Dominic, New York .....	70,000 00	20,010 17	90,010 17	.....	7,813 78	1,277 72
Society for the Aid of Friendless Women and Children, Brooklyn .....	110,055 04	24,974 77	135,029 81	80,000 00	17,509 05	47,509 05
Society for the Protection of Destitute Roman Catholic Children, West Seneca .....	.....	33,445 00	33,445 00	.....	.....	.....
Society for the Relief of Destitute Children of Seamen, West Brighton .....	219,937 51	121,833 29	341,270 80	.....	.....	.....
Society for the Relief of Half-Orphan and Destitute Children, New York .....	75,000 00	90,000 00	165,000 00	.....	.....	.....
Society for the Relief of Respectable, Aged, Indigent Females, Brooklyn .....	.....	.....	.....	.....	.....	.....
Society of St. Martha, New York .....	35,000 00	3,275 00	38,275 00	.....	.....	.....
Southern Tier Orphans' Home, Elmira .....	16,000 00	218 00	16,218 00	10,000 00	.....	10,000 00
Sunnyside Day Nursery, New York .....	36,500 00	800 00	37,300 00	.....	.....	.....
Susquehanna Valley Home, Binghamton .....	55,000 00	48,288 00	103,288 00	.....	.....	.....
Syracuse Home Association .....	12,500 00	1,429 51	13,929 51	1,000 00	.....	1,000 00
Temporary Home for Children of Queens County, Mineola .....	7,500 00	.....	7,500 00	2,500 00	150 00	2,650 00
The Anchorage, Elmira .....	10,250 00	29,895 49	40,145 49	.....	.....	.....
The Home, Ithaca .....	55,256 90	100,000 00	100,000 00	.....	.....	.....
The Lathrop Memorial Home, Albany .....	1,500 00	.....	1,500 00	.....	.....	.....
Thomas Asylum for Orphan and Destitute Indian Children, Versailles .....	106,932 50	7,092 71	114,025 21	.....	5,854 38	5,854 38
Training School and Home for Young Girls, Brooklyn .....	65,000 00	124,295 69	189,295 69	.....	.....	.....
Troy Catholic Male Orphan Asylum .....	112,000 00	.....	112,000 00	.....	.....	.....
Troy Orphan Asylum .....	75,000 00	158,666 74	233,666 74	.....	.....	.....
Truant Home, Brooklyn .....	50,000 00	115,000 00	165,000 00	.....	2,000 00	2,000 00
Utica Orphan Asylum .....	32,000 00	.....	32,000 00	.....	.....	.....
Vassar Brothers' Home for Aged Men, Poughkeepsie .....	150,000 00	.....	150,000 00	.....	.....	.....
Wartburg Home for Aged and Infirm, East New York .....	13,500 00	2,128 80	15,628 80	4,500 00	.....	4,500 00
Wartburg's Orphan Farm School, Mt. Vernon .....	20,000 00	.....	20,000 00	8,000 00	900 00	8,900 00
Wayside Day Nursery, New York .....	35,000 00	.....	35,000 00	1,500 00	.....	3,500 00
Wayside Home, Brooklyn .....	125,500 00	.....	125,500 00	19,000 00	6,212 75	25,212 75
Western New York Home, Randolph .....	20,000 00	.....	20,000 00	950 00	.....	950 00
Western New York Institution for Deaf-Mutes, Rochester .....	52,000 00	.....	52,000 00	.....	.....	.....
Westchester Temporary Home for Destitute Children, White Plains .....	1,150 00	28,000 00	29,000 00	.....	.....	.....
Wilson Industrial School for Girls, New York .....	.....	529 29	1,679 29	.....	.....	.....
Wyoming Benevolent Institute, Genesee Falls .....	.....	.....	.....	.....	.....	.....
Total .....	\$21,135,677 87	\$7,163,492 79	\$28,299,170 66	\$2,139,735 11	\$468,508 27	\$2,608,243 38

\* No report furnished, or furnished after tables were closed. + Finances with St. Mary's Female Hospital.



TABLE No. 19.

Showing the receipts of orphan asylums and homes for the friendless for the year ending September 30, 1892.

INSTITUTIONS.		Cash on hand.	From the State.	From ap- propriaions by boards of supervisors.	From ap- propriaions by cities.	From indl- viduals for the support of inmates.	By legacies, donations and volun- tary contri- butions.
Albany Guardian Society and Home for the Friendless.		\$2,499 85	.....	.....	.....	\$1,200 00	\$2,177 48
Albany Home School for the Oral Instruction of the Deaf		.....	.....	\$1,100 00	.....	1,636 99	.....
Albany Orphan Asylum		526 51	.....	40,520 38	.....	.....	43,154 36
American Female Guardian Society and Home for the Friendless, New York		9,628 49	.....	.....	\$47,609 64	.....	8,881 55
Association for Befriending Children and Young Girls, New York		1,425 58	.....	.....	9,814 66	.....	16,879 22
Association for the Relief of Respectable, Aged Indigent Females, New York		1,361 82	.....	.....	.....	.....	2,612 64
Asylum of Our Lady of Refuge, Buffalo		176 89	.....	711 08	.....	2,000 55	300 00
Asylum of the Sisters of St. Dominic, Blauveltville.		.....	.....	.....	64,422 35	257 00	.....
Babies' Nursery, Albany		.....	.....	.....	.....	.....	.....
Baptist Home, Brooklyn		23,409 37	.....	.....	.....	.....	15,382 89
Baptist Home for the Aged, New York		1,091 98	.....	.....	200 00	628 00	11,665 84
Berachah Orphanage, New York		22 99	.....	.....	.....	.....	55,578 92
Bethlehem Orphan and Half-Orphan Asylum, College Point, L. I.		.....	.....	.....	.....	.....	3,770 18
Brooklyn Home for Aged Colored People		2,192 32	.....	.....	.....	682 00	6,535 54
Brooklyn Industrial School Association and Home for Destitute Children		5,629 67	.....	18,133 25	5,967 84	1,622 76	7,886 09
Brooklyn Industrial School Association, E. D.		3,765 69	.....	.....	14,765 83	1,571 25	6,162 73
Brooklyn Nursery		1,305 19	.....	.....	5,473 22	2,364 48	9,664 09
Brown Memorial Association for the Education of Boys, New York		6,825 00	.....	.....	.....	.....	.....
Buffalo Deaconess' Home of the Methodist Episcopal Church		63 41	.....	.....	.....	.....	1,047 86
Buffalo Orphan Asylum		1,260 63	.....	2,541 71	.....	2,376 86	15,962 50
Burnham Industrial Farm, Canaan		67 96	.....	.....	.....	3,841 21	8,499 40
Cayuga Asylum for Destitute Children, Auburn		275 80	.....	4,000 00	.....	481 25	40,648 32
Central New York Institution for Deaf-Mutes, Rome		1,624 11	\$22,683 73	12,855 61	.....	4 15	.....
Chaplin Home for the Aged and Infirm, New York		1,079 88	.....	.....	.....	2,700 00	3,821 82
Charity Foundation of the Protestant Episcopal Church, Buffalo		1,054 42	.....	1,635 00	.....	1,938 58	2,126 51
Children's Aid Society, Brooklyn		2,554 50	.....	.....	2,974 01	3,216 31	26,523 21
Children's Aid Society, New York		.....	*45,185 93	.....	70,000 00	.....	.....
Children's Fold, New York		455 06	.....	.....	15,356 29	58 25	1,340 59
Children's Friend Society, Albany		308 75	.....	892 81	.....	608 26	.....
Children's Home, Amsterdam		46 98	.....	6,501 55	.....	318 00	1,823 71
Children's Home, Newburgh		.....	.....	.....	5,452 86	5,717 45	33,375 29
Church Charity Foundation of Long Island, Brooklyn		984 02	.....	.....	.....	.....	1,363 26
Church Home of the City of Troy		2,018 78	.....	.....	.....	.....	584 05
Church Home, Geneva		1,104 55	.....	.....	.....	671 50	8,040 98
Colored Home and Hospital, New York		4,085 28	.....	.....	18,365 76	648 44	.....
Colored Orphan Asylum and Association for the Benefit of Colored Children, New York		15,754 76	.....	.....	18,137 66	5,117 31	711 00
Convent of the Sisters of Mercy, Brooklyn		314 49	.....	30,278 00	12,505 84	821 00	1,856 53
Davenport Institution for Female Orphan Children, Bath		819 56	.....	.....	.....	.....	.....
Day Home, Troy		3,855 40	.....	.....	.....	.....	1,584 35
Deborah Powers' Home for Old Ladies, Lansingburgh		.....	.....	.....	.....	.....	.....
Elgith Ward Mission, New York		93 75	.....	.....	.....	3,362 10	.....
Elmhurst Industrial School Association		202 00	.....	.....	.....	.....	.....
Evangelical Home for Aged Germans, Brooklyn		4,752 82	.....	258 11	.....	7,413 94	3,477 63

Evangelical Lutheran St. John's Orphan Home, Buffalo.	4,818 97	1,200 00	700 00	8,786 88
Fairview Home for Friendless Children, West Troy.	373 97	1,263 91	608 04	3,982 84
Five Points House of Industry, New York	19,883 68	26,730 03	2,606 20	13,590 14
Five Points Mission, New York.	3,924 38	4,546 99		15,758 21
Foundling Asylum of the Sisters of Charity, New York.	370 26	266,027 64	4,964 00	6,984 67
Free Home for Destitute Young Girls, New York.	347 93			2,122 82
Gallaudet Home for Aged and Infirm Deaf-Mntes, Poughkeepsle.			200 00	5,000 00
German Evangelical Church Home, Buffalo	1,143 99	1,042 25	2,305 35	43 85
German Evangelical Lutheran Orphan Asylum, Syracuse.	753 05	726 00	30 00	598 03
German Roman Catholic Orphan Asylum, Buffalo	4,114 80	7,123 53	2,210 92	6,163 02
Gilbert A. Robertson Home, Searsdale.	6,706 90			26 00
Greenpoint Home for the Aged, Brooklyn.	396 90	119 35	685 68	2,958 91
Hebrew Benevolent and Orphan Asylum Society, New York	3,041 01	67,847 57		64,333 08
Hebrew Orphan Asylum, Brooklyn.				
Hebrew Sheltering Guardian Society of New York	643 00	61,005 92		4,375 57
Henry Keep Home, Watertown	1,083 05			500 00
Home for Aged Men, Albany			1,605 00	4,860 16
Home for Aged Men, Brooklyn	12 89	188 00		16,387 45
Home for the Aged, Elmira.	36 86			995 73
Home for the Aged of the Church of the Holy Communion, New York	252 84		300 00	2,156 54
Home for Aged and Infirm Hebrews, New York.	24,041 57	350 00	1,083 50	33,260 09
Home for the Aged of the Little Sisters of the Poor, Albany.				14,620 00
Home for the Aged of the Little Sisters of the Poor, Brooklyn.	1,000 00	2,468 16		15,353 00
Home for the Aged of the Little Sisters of the Poor, New York.	2,696 00	1,500 00	2,852 00	34,989 00
Home for the Aged of the Little Sisters of the Poor, Troy.	972 00		500 00	11,500 00
Home for the Blind, New York.	34,776 03	200 00	774 75	6,661 70
Home for Fallen and Friendless Girls, New York	3,652 44	7,478 57		606 39
Home for the Friendless, Auburn.	242 54		2,211 98	8,633 79
Home for the Friendless, Buffalo	7,125 53		3,630 36	17,952 72
Home for the Friendless, Lockport	2,682 49			7,229 81
Home for the Friendless, Newburgh.	1,544 69		636 50	7,243 29
Home for the Friendless, Rochester	2,400 89	389 56	2,487 93	5,757 10
Home for the Friendless, Schenectady	1,172 12			
Home for the Friendless of Northern New York, Plattsburgh	1,718 50	1,737 75		566 32
Home of the Good Shepherd, Saratoga.	1,151 44		138 00	343 40
Home for the Homeless, Oswego.	1,775 53		1,006 00	100 00
Home for the Homeless in the City of Utica.	6,078 43		1,275 69	1,377 80
Home for Old Men and Aged Couples, New York.	1,906 17		1,953 62	1,993 02
House of the Good Shepherd and St. Ann's School of Industry, Albany.			2,180 00	
House of the Good Shepherd, Binghamton.	433 05	48 00	382 10	430 41
House of the Good Shepherd, Brooklyn	3,184 68	10,666 77	1,789 50	14,970 55
House of the Good Shepherd, New York.	975 09	20,171 61	4,543 00	2,250 75
House of the Good Shepherd, Tomkins Cove	100 69		1,617 63	757 28
House of the Good Shepherd, Utica.	47 77	2,555 42	297 50	2,127 68
House of Industry, Poughkeepsie.	848 48			381 39
House of Industry and Refuge for Discharged Convicts, New York	147 30			11,578 15
House of Mercy, New York	4,371 71	9,694 62	62 00	10,873 44
House of Shelter, Albany	1,310 18			775 00
Howard Colored Orphan Asylum, Brooklyn	158 74	3,618 35	1,052 75	10,356 43
Howard Mission, New York.	1,872 27			8,804 34
Howard Orphan and Relief Assoelation	1,026 80	4,185 16		
Industrial School of Rochester	3,434 08	229 48	1,513 95	4,088 90
Industrial School of the Sisters of Mercy, Rochester				
Inebriates' Home, Fort Hamilton, L. I.	28,013 10		14,851 35	1,422 50
Inglestide Home, Buffalo.	5 46	1,093 50	257 57	344 67
Institution for the Improved Instruction of Deaf-Mutes, New York.	12,963 92	24,613 88	3,082 50	

\* State school fund.







Presbyterian Home Association, Troy.....	5,460 25	.....	.....	.....	6,106 07	10,308 00
Presbyterian Home, New York.....	.....	.....	78 21	.....	1,131 83	3,895 29
Protestant Episcopal Church Home, Rochester.....	826 67	.....	.....	.....	.....	3,929 22
Riverside Rest Association, New York.....	364 22	.....	150 57	.....	3,188 70	889 18
Rochester Home of Industry.....	2,401 82	.....	329 78	.....	2,513 73	5,147 62
Rochester Orphan Asylum.....	5,487 40	.....	79,453 25	.....	.....	36,192 30
Roman Catholic Orphan Asylum Society, Brooklyn.....	.....	.....	.....	.....	.....	.....
Roman Catholic Orphan Asylum Society, New York.....	.....	.....	.....	.....	.....	.....
St. Agatha's Home for Children, Nanuet.....	.....	.....	.....	.....	.....	.....
St. Barnabas' House, New York.....	.....	.....	.....	.....	310 00	250 00
St. Benedict's Home for Destitute Colored Children, New York.....	.....	.....	.....	.....	.....	2,000 00
St. Christopher's Home, New York.....	5,319 52	.....	.....	.....	.....	.....
St. Chrysostom's Nursery, New York.....	308 55	.....	.....	.....	645 00	45,121 75
St. Colman's Industrial School and Orphan Asylum, West Troy.....	.....	.....	11,455 07	.....	.....	3,243 64
St. Elizabeth's Industrial School, New York.....	58 39	.....	.....	.....	779 90	379 25
St. Francis' Asylum, Buffalo.....	2,254 15	.....	2,504 34	.....	9,053 88	2,077 53
St. James' Home, New York.....	2,430 51	.....	.....	.....	11,325 71	18,989 83
St. John's Female Orphan Asylum, Utica.....	263 56	.....	11,609 67	.....	664 50	.....
St. John's Orphan Asylum, Greenbush.....	.....	.....	9,190 47	.....	613 44	198 40
St. Joseph's Asylum and House of Providence, Syracuse.....	200 00	.....	2,474 71	.....	892 86	296 60
St. Joseph's German Roman Catholic Orphan Asylum, Rochester.....	3,068 06	.....	626 18	.....	740 40	528 40
St. Joseph's Home for the Aged, New York.....	536 26	.....	.....	.....	24,416 15	14,323 56
St. Joseph's Institution for the Improved Instruction of Deaf-Mutes, Fordham.....	242 26	.....	.....	.....	919 15	.....
St. Joseph's Male Orphan Asylum, West Seneca.....	3,229 31	.....	23,946 18	.....	753 75	2,947 54
St. Joseph's Maternity and Foundling Asylum, Syracuse.....	.....	.....	4,543 49	.....	.....	.....
St. Joseph's Orphan Asylum, New York.....	31,674 82	.....	.....	.....	.....	.....
St. Luke's Home for Indigent Christian Females, New York.....	280 76	.....	.....	.....	1,087 00	1,625 96
St. Malachy's Home, East New York.....	416 19	.....	.....	.....	900 00	28,861 37
St. Margaret's Home, Red Hook.....	.....	.....	.....	.....	.....	.....
St. Margaret's House, Albany.....	.....	.....	2,662 01	.....	.....	546 97
St. Mary's Boys' Orphan Asylum, Rochester.....	95 00	.....	840 96	.....	690 00	1,250 85
St. Mary's Catholic Orphan Asylum, Binghamton.....	.....	.....	8,456 99	.....	.....	.....
St. Mary's Maternity and Children's Home, Brooklyn.....	.....	.....	.....	.....	.....	.....
St. Mary's Orphan Asylum, Canandaigua.....	35 00	.....	894 65	.....	53 00	35 00
St. Mary's Orphan Asylum, Dunkirk.....	402 65	.....	2,026 96	.....	812 77	517 78
St. Mary's Orphan Asylum, Port Jervis.....	.....	.....	2,653 25	.....	1,412 77	278 00
St. Michael's Home for Destitute Children, Green Ridge, S. I.....	.....	.....	.....	.....	306 00	.....
St. Patrick's Female Orphan Asylum, Rochester.....	185 00	.....	350 00	.....	5,532 87	865 35
St. Peter's German Roman Catholic Association, Rondout.....	31 11	.....	.....	.....	1,095 75	.....
St. Phebe's Mission, Brooklyn.....	1,558 21	.....	.....	.....	16 80	3,535 68
St. Philip's Parish Home for Aged, Infirm and Destitute Persons, New York.....	120 10	.....	.....	.....	280 00	222 84
St. Vincent de Paul's Orphan Asylum, New York.....	381 92	.....	.....	.....	6,461 50	5,659 03
St. Vincent de Paul's Orphan Asylum, Syracuse.....	.....	.....	3,454 28	.....	936 92	702 84
St. Vincent's Female Orphan Asylum, Albany.....	2,669 70	.....	16,371 73	.....	415 86	85 77
St. Vincent's Female Orphan Asylum, Buffalo.....	42 40	.....	3,359 64	.....	581 25	5,000 00
St. Vincent's Female Orphan Asylum, Troy.....	522 08	.....	2,331 30	.....	12,684 41	540 05
St. Vincent's Home for Boys, Brooklyn.....	784 41	.....	.....	.....	406 25	2,164 21
St. Vincent's Industrial School, Utica.....	619 14	.....	6,418 23	.....	11,607 42	.....
St. Vincent's Infant Orphan Asylum, Buffalo.....	350 80	.....	4,667 98	.....	451 52	2,603 95
St. Vincent's Male Orphan Asylum, Albany.....	107 44	.....	13,231 14	.....	106 94	500 00
Sailors' Snug Harbor, New Brighton, S. I.....	112,606 33	.....	.....	.....	.....	.....
Samaritan Home for Aged Men and Women, New York.....	1,138 40	.....	.....	.....	.....	.....
Saratoga Home for Children.....	1,159 65	.....	250 00	.....	1,250 00	3,227 00
Sheltering Arms, New York.....	3,818 57	.....	.....	.....	462 50	2,320 70
Sheltering Arms Nursery, Protestant Episcopal Church, Brooklyn.....	2,671 47	.....	3,506 84	.....	6,641 00	34,014 65
Shelter for Babies, New York.....	839 88	.....	.....	.....	1,381 00	6,731 76
Shelter for Homeless Women, Syracuse.....	.....	.....	1,244 00	.....	474 00	4,547 57
Shepherd's Fold of the City of New York.....	11,858 87	.....	.....	.....	322 39	1,358 07
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TABLE No. 19 — (Continued).

INSTITUTIONS.		Cash on hand.	From the State.	From appropriations by boards of supervisors.	From appropriations by cities.	From individuals for the support of inmates.	By legacies, donations and voluntary contributions.
Silver Cross Day Nursery, New York		\$246 59			\$64,389 40	\$309 00	\$66 13
Sisters of the Third Order of St. Dominic, New York		361 34			1,235 99	387 00	3,715 72
Society for the Aid of Friendless Women and Children, Brooklyn		4,776 73				466 62	2,490 75
Society for the Protection of Destitute Roman Catholic Children, West Seneca		408 87		\$6,025 74		640 00	32,491 99
Society for the Relief of Destitute Children of Seamen, West New Brighton		2,351 40		1,779 98		7,898 16	5,330 93
Society for the Relief of Half-Orphan and Destitute Children, New York		31,759 37			592 69	7,471 52	16,721 09
Society for the Relief of Respectable, Aged, Indigent Females, Brooklyn		1,220 52				671 50	6,980 46
Society of St. Martha, New York		128 22		2,124 48		451 61	2,046 85
Southern Tier Orphans' Home, Elmira		236 06				522 25	828 16
Sunnyside Day Nursery, New York		725 52		12,432 74			5,086 53
Susquehanna Valley Home, Binghamton		4,103 40		220 87	921 29	2,331 92	252 00
Syracuse Home Association		277 80				3,571 50	448 97
Temporary Home for Children of Queens County, Mineola		422 87				20 00	1,321 43
The Anchorage, Elmira		115 35				836 00	240 83
The Home, Ithaca		9 14		207 00		877 92	
The Lathrop Memorial, Albany		1,362 30					
Thomas Asylum for Orphan and Destitute Indian Children, Versailles		206 44	\$19,500 00				
Training School and Home for Young Girls, Brooklyn		4,254 92		840 00	29 40	442 25	670 30
Troy Catholic Male Orphan Asylum		376 76		5,261 99	16,966 29	1,768 05	135 55
Troy Orphan Asylum		1,659 85		1,216 29	5,985 84	360 06	1,789 99
Truaut Home, Brooklyn		1,209 75			24,132 87		
Utica Orphan Asylum		474 29		8,465 48		1,387 25	718 32
Vassar Brothers' Home for Aged Men, Poughkeepsie		561 58					1,000 00
Warburg Home for Aged and Infirm, East New York		2,259 49		335 12		5,872 00	613 50
Warburg's Orphan Farm School, Mt. Vernon		1,234 34					15,129 65
Wayside Day Nursery, New York		142 00					
Wayside Home, Brooklyn							2,500 00
Western New York Home, Randolph		49 31		1,000 00		4,961 03	11,758 59
Western New York Institution for Deaf-Mutes, Rochester		2,781 35	23,771 31	17,010 04			250 00
Westchester Temporary Home for Destitute Children, White Plains		299 80		11,350 14		458 51	1,379 00
Wilson Industrial School for Girls, New York		925 71			900 00		3,435 89
Wyoming Benevolent Institute, Genesee Falls		497 47					205 00
Total		\$713,646 84	\$202,184 10	\$656,554 71	\$2,010,686 11	\$298,814 49	\$1,312,341 16

TABLE No. 19 — (Continued).

INSTITUTIONS.		From inter- est and divi- dends on in- vestments.	From loans, bonds, stocks and other in- vestments.	From money borrowed.	From all other sources.	Total re- ceipts, in- cluding cash on hand.
Albany Guardian Society and Home for the Friendless.	.....	.....	\$2,655 94	.....	\$1,203 54	\$8,536 81
Albany Home School for the Oral Instruction of the Deaf	.....	.....	.....	.....	.....	2,300 00
Albany Orphan Asylum	.....	\$4,766 80	8,290 13	.....	91 50	55,832 31
American Female Guardian Society and Home for the Friendless, New York	.....	.....	.....	.....	20,592 02	120,984 51
Association for Befriending Children and Young Girls, New York	.....	.....	8,535 89	\$9,000 00	4,673 30	42,333 98
Association for the Relief of Respectable, Aged, Indigent Females, New York	.....	19,449 21	18,500 00	.....	8,169 50	59,359 75
Asylum of Our Lady of Refuge, Buffalo	.....	.....	.....	.....	13,528 60	19,029 76
Asylum of the Sisters of St. Dominic, Blauveltville	.....	.....	.....	.....	.....	64,979 35
Babies' Nursery in the Lathrop Memorial, Albany	.....	.....	.....	.....	.....	.....
Baptist Home, Brooklyn	.....	1,770 47	.....	.....	302 75	40,865 48
Baptist Home for the Aged, New York	.....	2,745 44	.....	.....	523 04	16,854 30
Bethlehem Orphanage, New York	.....	77 14	.....	.....	.....	55,679 05
Bethlehem Orphan and Half-Orphan Asylum, College Point, L. I.	.....	.....	.....	.....	1,612 89	6,065 07
Brooklyn Home for Aged Colored People	.....	.....	.....	6,000 00	808 50	17,159 12
Brooklyn Industrial School Association and Home for Destitute Children	.....	1,964 82	.....	.....	6,277 05	48,640 64
Brooklyn Industrial School Association, E. D.	.....	271 11	.....	2,000 00	.....	26,536 61
Brooklyn Nursery	.....	94 89	.....	.....	573 84	21,475 71
Brown Memorial Association for the Education of Boys, New York	.....	197 40	.....	.....	45 46	7,067 86
Buffalo Deaconess' Home of the Methodist Episcopal Church	.....	.....	.....	.....	.....	1,111 27
Buffalo Orphan Asylum	.....	9,357 20	850 00	.....	.....	32,348 90
Burnham Industrial Farm, Canaan	.....	.....	.....	.....	121 91	12,530 48
Cayuga Asylum for Destitute Children, Auburn	.....	2,452 23	1,300 00	8,500 00	41 55	57,799 15
Central New York Institution for Deaf-Mutes, Rome	.....	.....	.....	.....	14 85	38,182 45
Chapin Home for the Aged and Infirm, New York	.....	2,978 13	.....	.....	2,783 83	13,363 66
Charity Foundation of the Protestant Episcopal Church, Buffalo	.....	5,078 83	.....	.....	893 00	12,786 34
Children's Aid Society, Brooklyn	.....	5,369 55	7,710 00	.....	.....	48,847 58
Children's Aid Society, New York	.....	.....	.....	.....	271,037 09	386,223 02
Children's Fold, New York	.....	.....	.....	1,184 50	9,175 81	27,570 50
Children's Friend Society, Albany	.....	991 15	.....	.....	.....	1,908 16
Children's Home, Amsterdam	.....	18 00	.....	.....	1 04	3,100 54
Children's Home, Newburgh	.....	.....	.....	.....	101 00	6,602 55
Church Charity Foundation of Long Island, Brooklyn	.....	8,391 30	.....	.....	774 51	54,695 43
Church Home of the City of Troy	.....	1,518 00	.....	.....	200 00	5,100 04
Church Home, Geneva	.....	1,532 84	.....	.....	2,452 16	6,345 10
Colored Home and Hospital, New York	.....	840 00	2,940 00	.....	1,502 73	36,423 19
Colored Orphan Asylum and Association for the Benefit of Colored Children, New York	.....	9,231 26	.....	.....	.....	48,951 99
Convent of the Sisters of Mercy, Brooklyn	.....	.....	.....	.....	17,974 50	63,750 36
Davenport Institution for Female Orphan Children, Bath	.....	12,497 34	19,460 00	.....	167 28	32,944 18
Day Home, Troy	.....	3,323 66	4,000 00	.....	500 00	13,263 41
Deborah Powers' Home for Old Ladies, Lansingburgh	.....	339 00	80,774 75	.....	6 75	31,120 50
Elmira Industrial School Association	.....	.....	.....	.....	.....	3,455 85
Elmira Industrial School, New York	.....	.....	.....	.....	2,975 84	8,177 84
Evangelical Home for Aged Germans, Brooklyn	.....	.....	.....	.....	231 71	16,133 61
Evangelical Lutheran, St. John's Orphan Home, Buffalo	.....	441 64	.....	.....	.....	15,947 49
Fairview Home for Friendless Children, West Troy	.....	10 45	.....	8,500 00	.....	19,001 55
Five Points House of Industry, New York	.....	2,116 01	.....	.....	509 19	65,026 06
Five Points Mission, New York	.....	.....	.....	.....	186 50	24,416 08



TABLE No. 19 — (Continued).

INSTITUTIONS.		From inter- est and divi- dends on in- vestments.	From loans, bonds, stocks and other in- vestments.	From money borrowed.	From all other sources.	Total re- ceipts, in- cluding cash on hand.
Foundling Asylum of the Sisters of Charity, New York.		\$1,383 80	\$13,600 00	.....	.....	\$293,330 37
Free Home for Destitute Young Girls, New York.		280 00	.....	\$250 00	.....	3,000 75
Gallaudet Home for Aged and Infirm Deaf-Mutes, Poughkeepsie.		.....	.....	.....	.....	5,200 00
German Evangelical Church Home, Buffalo		.....	3,000 00	.....	\$213 20	7,748 64
German Evangelical Lutheran Orphan Asylum, Syracuse.		20 86	.....	.....	64 52	2,675 45
German Roman Catholic Orphan Asylum, Buffalo.		.....	.....	.....	.....	19,612 17
Gilbert A. Robertson Home, Scarsdale		5,632 20	.....	.....	.....	12,365 10
Greenpoint Home for the Aged, Brooklyn		2 94	.....	.....	1,172 12	5,335 90
Hebrew Benevolent and Orphan Asylum Society, New York.		16,003 16	26,600 00	25,000 00	27,804 95	230,629 78
Hebrew Orphan Asylum, Brooklyn.		.....	.....	.....	.....	.....
Hebrew Sheltering Guardian Society of New York.		198 80	47,322 42	.....	.....	113,545 71
Henry Keep Home, Watertown		650 00	.....	.....	20,006 35	22,239 40
Home for Aged Men, Albany		1,379 68	6,781 00	.....	22 42	14,648 26
Home for Aged Men, Brooklyn.		294 84	.....	.....	.....	16,883 18
Home for the Aged, Elmira		516 80	.....	.....	500 00	2,349 39
Home for the Aged of the Church of the Holy Communion, New York.		785 00	.....	.....	.....	4,277 88
Home for Aged and Infirm Hebrews, New York		1,393 17	6,000 00	.....	1,568 12	66,612 95
Home for the Aged of the Little Sisters of the Poor, Albany.		.....	.....	.....	1,000 00	15,620 00
Home for the Aged of the Little Sisters of the Poor, Brooklyn.		.....	.....	.....	5,475 00	24,296 16
Home for the Aged of the Little Sisters of the Poor, New York		.....	.....	.....	2,423 00	44,460 00
Home for the Aged of the Little Sisters of the Poor, Troy		.....	.....	.....	.....	12,973 00
Home for the Blind, New York		3,938 88	10,080 94	.....	5,089 00	61,531 30
Home for Fallen and Friendless Girls, New York		.....	.....	.....	785 75	12,523 15
Home for the Friendless, Auburn		618 85	.....	450 00	.....	12,157 16
Home for the Friendless, Buffalo		3,062 97	.....	.....	403 22	32,174 80
Home for the Friendless, Lockport		2,526 86	6,550 00	9,000 00	*6,000 00	38,273 40
Home for the Friendless, Newburgh.		2,298 22	4,896 31	2,842 91	63	18,462 33
Home for the Friendless, Rochester		2,420 30	.....	.....	345 88	+13,801 66
Home for the Friendless, Schenectady.		2,290 24	2,970 00	.....	46 75	6,479 11
Home for the Friendless of Northern New York, Plattsburgh.		75 50	.....	.....	.....	4,236 07
Home of the Good Shepherd, Saratoga		.....	.....	.....	71 06	2,571 90
Home for the Homeless, Oswego		439 38	.....	.....	872 17	4,462 77
Home for the Homeless in the City of Utica.		5,897 37	9,606 22	.....	127 97	25,041 41
Home for Old Men and Aged Couples, New York.		.....	.....	.....	+125,000 00	131,079 19
House of the Good Shepherd and St. Ann's School of Industry, Albany		.....	.....	.....	.....	.....
House of the Good Shepherd, Binghamton.		365 55	.....	.....	27 32	1,686 43
House of the Good Shepherd, Brooklyn		4,725 00	.....	30,000 00	21,977 23	89,622 85
House of the Good Shepherd, New York.		.....	.....	.....	48,709 05	106,497 90
House of the Good Shepherd, Tomkins Cove.		.....	.....	888 93	217 60	3,082 13
House of the Good Shepherd, Utica.		.....	.....	.....	509 20	5,627 57
House of Industry, Poughkeepsie.		348 28	.....	.....	1,546 99	3,125 14
House of Industry and Refuge for Discharged Convicts, New York		.....	.....	65,691 05	\$28,119 70	105,586 20
House of Mercy, New York		.....	720 24	3,000 00	1,775 95	29,777 72
House of Shelter, Albany		.....	.....	.....	199 97	3,512 74
Howard Colored Orphan Asylum, Brooklyn		.....	.....	.....	246 13	18,348 73
Howard Mission, New York.		4,970 42	5,400 00	.....	.....	10,676 61
Hudson Orphan and Relief Association		.....	.....	.....	92 18	15,674 56

	41 97	2,263 76		434 77	14,395 87
Industrial School of Rochester.....	.....	.....	.....	.....	.....
Industrial School of the Sisters of Mercy, Rochester.....	.....	.....	.....	.....	.....
Inebriates' Home, Fort Hamilton, L. I.....	3,835 01	22,008 87	.....	61,865 25	130,073 08
Ingle-side Home, Buffalo.....	556 00	.....	.....	1,505 79	5,443 66
Institution for the Improved Instruction of Deaf-Mutes, New York.....	73 10	.....	.....	.....	67,075 32
Institution of Mercy, New York.....	.....	.....	.....	.....	65,418 63
Isabella Helmath, New York.....	12,510 87	.....	.....	190 47	21,474 17
Isaac T. Hopper Home, New York.....	3,526 74	.....	.....	848 45	11,148 68
Jefferson County Orphan Asylum, Watertown.....	2,197 11	500 00	.....	4,849 03	19,503 33
Jewish Orphan Asylum of Western New York, Rochester.....	2,887 75	6,172 56	.....	344 87	11,946 07
Ladies' Deborah Nursery and Child's Protectory, New York.....	.....	.....	.....	1,198 97	.....
Leake and Watts' Orphan Asylum, Yonkers.....	.....	.....	.....	.....	.....
Le Conteuux St. Mary's Deaf and Dumb Asylum, Buffalo.....	.....	.....	.....	.....	.....
Madison County Orphan Asylum, Peterboro.....	48 57	.....	.....	929 90	27,716 86
Magdalen Benevolent Society, New York.....	645 17	.....	.....	.....	2,052 17
Margaret Strachan Home for Fallen Women, New York.....	3,474 95	27,800 00	.....	3,080 62	40,316 72
Mariners' Family Asylum, Stapleton, S. I.....	468 00	.....	.....	.....	5,571 05
Messiah Home for Little Children, New York.....	.....	.....	.....	1,666 05	6,240 78
Methodist Episcopal Church Home of Brooklyn.....	47 27	.....	.....	3,502 08	7,398 16
Methodist Episcopal Church Home, New York.....	2,278 14	6,900 21	.....	.....	11,496 21
Midnight Mission, New York.....	.....	.....	.....	.....	44,091 02
Mission of the Immaculate Virgin, New York.....	.....	.....	.....	.....	17,409 92
Missionary Sisters of the Third Order of St. Francis, New York.....	.....	.....	.....	10,503 05	386,583 39
Mount Magdalen School of Industry and Reformatory of the Good Shepherd, Troy.....	811 00	.....	.....	230,593 70	153,005 11
New York Catholic Protectory.....	.....	.....	.....	6,549 16	22,185 75
New York Christian Home for Intemperate Men.....	.....	.....	.....	10,014 34	346,508 94
New York Infant Asylum.....	2,000 00	.....	.....	36,576 50	20,839 91
New York Juvenile Asylum.....	.....	.....	.....	.....	113,845 33
New York Mothers' Home of the Sisters of Misericorde.....	3,865 33	15,000 00	.....	.....	152,172 57
Northern New York Institution for Deaf-Mutes, Malone.....	.....	.....	.....	1,730 54	18,437 72
Nursery and Child's Hospital, New York.....	9,715 57	836 41	.....	41 79	29,689 30
Nursery and Home, Yonkers.....	.....	.....	.....	9,183 28	136,157 93
Old Ladies' Home, Poughkeepsie.....	2,484 37	.....	.....	377 12	2,329 17
Old Ladies' Home, Waterford.....	.....	.....	.....	400 00	3,976 35
Onondaga County Orphan Asylum, Syracuse.....	1,015 95	150 00	.....	1,816 02	1,816 02
Ontario Orphan Asylum, Canandaigua.....	3,350 00	.....	.....	.....	23,901 59
Open Door Mission, Albany.....	55 00	.....	.....	189 93	7,293 72
Orange County Home for Aged Women, Middletown.....	393 84	.....	.....	38 00	2,522 37
Orphan Asylum Society, Brooklyn.....	5,802 64	.....	.....	1,668 15	8,132 29
Orphan Asylum Society, New York.....	11,754 66	2,000 00	.....	6,534 17	45,308 21
Orphans' Home and Asylum of the Reformed Churches of Brooklyn and New York, Brooklyn.....	.....	.....	.....	46,054 81	73,501 41
Orphans' Home and Asylum of the Holy Trinity Church, Brooklyn, E. D.....	4,295 05	6,265 25	.....	.....	.....
Orphans' Home of St. Peter's Church, Albany.....	20,153 54	.....	.....	.....	101,341 10
Orphan House of the Holy Saviour, Cooperstown.....	197 82	.....	.....	188 15	39,056 85
Orphanage of the Church of the Holy Trinity, New York.....	240 00	.....	.....	.....	1,839 31
Orphanage of Our Lady of Mercy, Newburgh.....	.....	.....	.....	1,818 59	11,611 85
Oswego Orphan Asylum.....	773 50	250 00	.....	3,004 00	3,285 69
Peabody Home for Aged and Indigent Women, New York.....	415 00	.....	.....	670 62	29,732 38
Poughkeepsie Orphan House and Home for the Friendless.....	3,743 70	.....	.....	303 50	4,923 62
Presbyterian Home Association, Troy.....	.....	.....	.....	800 00	11,136 84
Presbyterian Home New York.....	.....	.....	.....	18 04	7,639 68
Protestant Episcopal Church Home, Rochester.....	9,615 29	20,000 00	.....	.....	.....
Riverside Rest Association, New York.....	1,099 90	.....	.....	.....	51,489 61
Rochester Home of Industry.....	.....	.....	.....	3,019 93	6,561 58
Rochester Orphan Asylum.....	1,103 00	.....	.....	3,657 77	7,975 82
				88 26	9,952 46
					14,160 93

\* Sale of real estate. + Report for eighteen months to change date of fiscal year. † From sale of real estate. § From sale of brooms, brushes, etc.



TABLE No. 19 — (Concluded).

INSTITUTIONS.		From inter- est and divi- dends on in- vestments.	From loans, bonds, stocks and other in- vestments.	From money borrowed.	From all other sources.	Total re- ceipts, in- cluding cash on hand.
Roman Catholic Orphan Asylum Society, Brooklyn.	.....	.....	.....	\$15,000 00	\$290 84	\$172,653 04
Roman Catholic Orphan Asylum Society, New York	.....	.....	.....	.....	.....	30,992 10
St. Agatha's Home for Children, Nanuet.	.....	\$993 54	.....	.....	279 83	11,428 51
St. Barnabas' House, New York.	.....	.....	.....	.....	8,434 97	.....
St. Benedict's Home for Destitute Colored Children, New York.	.....	.....	.....	.....	.....	50,656 16
St. Christopher's Home, New York.	.....	244 89	.....	.....	.....	4,199 81
St. Chrysostom's Nursery, New York.	.....	2 62	.....	.....	.....	11,954 68
St. Colman's Industrial School and Orphan Asylum, West Troy.	.....	.....	.....	.....	120 36	6,480 63
St. Elizabeth's Industrial School, New York.	.....	.....	.....	.....	948 61	40,760 41
St. Francis' Asylum, Buffalo.	.....	.....	.....	.....	1,568 90	.....
St. James' Home, New York.	.....	.....	.....	.....	3,382 85	16,118 98
St. John's Female Orphan Asylum, Utica.	.....	.....	.....	.....	.....	9,803 91
St. John's Orphan Asylum, Greenbush.	.....	.....	.....	.....	1,985 28	10,215 76
St. Joseph's Asylum and House of Providence, Syracuse.	.....	1,787 66	\$10,270 00	.....	957 20	22,773 81
St. Joseph's German Roman Catholic Orphan Asylum, Rochester.	.....	.....	3,429 70	.....	8,784 04	51,509 71
St. Joseph's Home for the Aged, New York.	.....	.....	.....	.....	878 70	78,394 38
St. Joseph's Institution for the Improved Instruction of Deaf-Mutes, Fordham.	.....	236 76	.....	4,743 12	654 02	17,107 99
St. Joseph's Male Orphan Asylum, West Seneca.	.....	.....	.....	.....	.....	.....
St. Joseph's Maternity and Foundling Asylum, Syracuse.	.....	.....	.....	.....	.....	.....
St. Joseph's Orphan Asylum, New York.	.....	2,055 94	1,000 00	.....	110 57	92,312 07
St. Luke's Home for Indigent Christian Females, New York.	.....	4,927 69	750 00	.....	1,090 87	36,810 69
St. Malachy's Home, East New York.	.....	.....	.....	.....	.....	11,416 69
St. Margaret's Home, Red Hook.	.....	.....	150 00	.....	722 24	4,090 22
St. Margaret's House, Albany.	.....	.....	.....	.....	1,135 75	8,124 56
St. Mary's Boys' Orphan Asylum, Rochester.	.....	.....	.....	.....	.....	8,456 99
St. Mary's Catholic Orphan Asylum, Binghamton.	.....	.....	.....	.....	.....	.....
St. Mary's Maternity and Children's Home, Brooklyn.	.....	.....	.....	.....	813 00	1,830 65
St. Mary's Orphan Asylum, Canandaigua.	.....	.....	.....	.....	875 25	5,589 98
St. Mary's Orphan Asylum, Dunkirk.	.....	.....	.....	.....	1,900 00	6,243 25
St. Mary's Orphan Asylum, Port Jervis.	.....	.....	.....	.....	2,976 03	8,814 90
St. Michael's Home for Destitute Children, Green Ridge, S. I.	.....	.....	.....	.....	1,300 35	7,681 70
St. Patrick's Female Orphan Asylum, Rochester.	.....	.....	.....	483 17	250 00	714 28
St. Peter's German Roman Catholic Association, Rondout.	.....	144 81	.....	.....	.....	6,905 63
St. Phebe's Mission, Brooklyn.	.....	.....	.....	.....	168 51	791 45
St. Philip's Parish Home for Aged, Infirm and Destitute Persons, New York.	.....	.....	.....	.....	1,061 84	25,545 48
St. Vincent de Paul's Orphan Asylum, New York.	.....	.....	.....	.....	6,514 37	17,702 90
St. Vincent de Paul's Orphan Asylum, Syracuse.	.....	.....	.....	.....	116 88	19,699 94
St. Vincent Female Orphan Asylum, Albany.	.....	40 00	.....	.....	.....	10,883 29
St. Vincent's Female Orphan Asylum, Buffalo.	.....	.....	.....	.....	6,182 14	22,671 23
St. Vincent's Female Orphan Asylum, Troy.	.....	.....	.....	.....	751 15	4,306 70
St. Vincent's Home for Boys, Brooklyn.	.....	.....	.....	.....	3,669 67	22,313 86
St. Vincent's Industrial School, Utica.	.....	.....	.....	.....	1,722 15	15,691 09
St. Vincent's Infant Orphan Asylum, Buffalo.	.....	.....	.....	.....	2,103 55	16,049 07
St. Vincent's Male Orphan Asylum, Albany.	.....	.....	.....	.....	.....	534,546 70
Sailors' Snug Harbor, New Brighton, S. I.	.....	33,579 46	388,360 91	.....	3,134 61	10,513 76
Samaritan Home for Aged Men and Women, New York.	.....	1,763 75	.....	.....	.....	8,192 85
Saratoga Home for Children	.....	.....	.....	.....	.....	.....

Sheltering Arms, New York.....	4,418 60	.....	.....	33,730 34	82,623 16
Sheltering Arms Nursery, Protestant Episcopal Church, Brooklyn.....	1,038 89	.....	.....	.....	16,843 15
Shelter for Babies, New York.....	600 00	.....	.....	163 00	6,624 45
Shelter for Homeless Women, Syracuse.....	.....	.....	.....	815 49	3,739 95
Shepherd's Fold of the City of New York.....	398 93	.....	.....	.....	17,975 30
Silver Cross Day Nursery, New York.....	.....	.....	.....	2,672 62	*2,985 34
Slsters of the Third Order of St. Dominic, New York.....	.....	.....	.....	293 00	69,068 46
Society for the Aid of Friendless Women and Children, Brooklyn.....	883 39	.....	.....	1,014 00	10,787 86
Society for the Protection of Destitute Roman Catholic Children, West Seneca.....	.....	.....	.....	366 90	39,760 12
Society for the Relief of Destitute Children of Seamen, West New Brighton.....	1,933 11	.....	2,600 00	+15,049 74	27,905 18
Society for the Relief of Half-Orphan and Destitute Children, New York.....	5,791 23	.....	.....	1,929 00	65,878 83
Society for the Relief of Respectable, Aged, Indigent Females, Brooklyn.....	4,200 00	.....	.....	39 34	20,504 53
Society of St. Martha, New York.....	.....	.....	.....	128 16	2,974 73
Southern Tier Orphans' Home, Elmira.....	141 58	.....	1,000 00	8 40	4,790 29
Sunnyside Day Nursery, New York.....	.....	.....	.....	327 50	6,661 80
Susquehanna Valley Home, Binghamton.....	469 01	.....	.....	714 68	17,719 83
Syracuse Home Association.....	2,357 35	.....	1,700 00	.....	8,061 23
Temporary Home for Children of Queens County, Mineola.....	90 91	.....	.....	2,421 67	6,955 92
The Anchorage, Elmira.....	.....	.....	.....	74 40	1,331 18
The Home, Ithaca.....	1,893 98	.....	.....	23 00	2,709 95
The Lathrop Memorial, Albany.....	2,500 00	.....	.....	.....	4,740 22
Thomas Asylum for Orphan and Destitute Indian Children, Versailles.....	.....	.....	.....	427 11	20,133 55
Training School and Home for Young Girls, Brooklyn.....	74 41	.....	.....	1,909 29	7,720 57
Troy Catholic Male Orphan Asylum.....	.....	.....	.....	13,132 83	37,640 97
Troy Orphan Asylum.....	6,499 47	.....	18,500 00	8,709 21	39,720 71
Truant Home, Brooklyn.....	.....	.....	.....	.....	25,342 62
Utica Orphan Asylum.....	.....	.....	.....	.....	24,102 47
Vassar Brothers' Home for Aged Men, Poughkeepsie.....	7,676 23	.....	5,323 77	57 13	4,995 17
Warburg Home for Aged and Infirm, East New York.....	2,759 04	.....	.....	674 55	9,165 76
Warburg's Orphan Farm School, Mt. Vernon.....	40 00	.....	.....	45 65	16,363 99
Wayside Day Nursery, New York.....	2,767 12	.....	.....	.....	2,909 12
Wayside Home, Brooklyn.....	.....	.....	.....	3,500 00	6,000 00
Western New York Home, Randolph.....	.....	.....	.....	500 00	18,268 93
Western New York Institution for Deaf-Mutes, Rochester.....	.....	.....	.....	734 52	44,517 22
Westchester Temporary Home for Destitute Children, White Plains.....	1 26	.....	.....	347 78	13,836 49
Wilson Industrial School for Girls, New York.....	1,717 00	.....	.....	1,020 00	7,998 60
Wyoming Benevolent Institute, Genesee Falls.....	18 99	.....	.....	20 00	723 46
Total.....	\$368,821 37	\$786,274 78	\$251,841 55	\$1,278,344 59	\$7,879,509 70

\* Incorporated April, 1892, six months' report. + Investments fallen due.



TABLE No. 20.

*Showing the expenditures of orphan asylums and homes for the friendless for the year ending September 30, 1892.*

INSTITUTIONS.	For indebtedness upon real estate, interest.	For other indebtedness existing October 1, 1891.	For salaries of officers, wages and labor.	For provisions and supplies.	For clothing.	For fuel and lights.	For furniture, beds and bedding.
Albany Guardian Society and Home for the Friendless.....	.....	.....	\$1,038 00	\$2,731 65	.....	\$539 20	\$81 09
Albany Home School for the Oral Instruction of the Deaf.....	.....	.....	541 65	518 53	.....	104 80	376 77
Albany Orphan Asylum.....	.....	\$2,579 00	9,184 12	24,725 99	\$7,252 58	4,996 07	611 85
American Female Guardian Society and Home for the Friendless, New York.....	.....	.....	10,362 90	10,943 05	877 78	1,537 42	80 25
Association for Befriending Children and Young Girls, New York.....	\$3,290 65	.....	1,175 43	7,628 87	1,828 73	2,090 85	711 54
Association for the Relief of Respectable, Aged, Indigent Females, New York.....	.....	.....	7,514 73	14,672 41	1,176 11	1,488 48	.....
Asylum of Our Lady of Refuge, Buffalo.....	.....	448 00	464 56	7,819 92	2,063 78	1,694 70	524 35
Asylum of the Sisters of St. Dominic, Blauveltville.....	4,780 00	.....	3,460 00	21,810 00	10,320 79	1,735 90	1,325 00
Babies' Nursery, Albany.....	.....	.....	.....	.....	.....	.....	.....
Baptist Home, Brooklyn.....	.....	.....	1,804 48	3,024 43	.....	905 30	340 75
Baptist Home for the Aged, New York.....	.....	.....	3,792 70	5,791 76	50 00	1,987 80	.....
Berachah Orphanage, New York.....	27,877 33	.....	1,232 14	1,744 95	412 81	490 00	282 86
Bethlehem Orphan and Half-Orphan Asylum, College Point, L. I.....	120 00	466 74	1,033 00	2,958 20	209 79	475 77	65 26
Brooklyn Home for Aged Colored People.....	.....	.....	868 50	1,018 25	.....	177 75	832 20
Brooklyn Industrial School Association and Home for Destitute Children.....	1,241 80	.....	12,140 43	13,718 86	4,350 52	3,815 87	.....
Brooklyn Industrial School Association, E. D.....	3,094 98	.....	6,949 52	6,098 56	1,634 46	1,591 31	539 46
Brooklyn Nursery.....	150 00	2,328 77	2,939 72	5,344 52	720 84	1,005 14	172 97
Brown Memorial Association for the Education of Boys, New York.....	.....	14 67	40 00	.....	.....	.....	.....
Buffalo Deaconess' Home of the Methodist Episcopal Church.....	.....	.....	.....	.....	142 28	.....	.....
Buffalo Orphan Asylum.....	.....	.....	3,794 19	4,028 95	647 83	1,067 54	298 14
Burnham Industrial Farm, Canaan.....	.....	.....	2,773 63	4,393 78	531 64	464 02	85 81
Cayuga Asylum for Destitute Children, Auburn.....	.....	4,000 00	2,351 14	2,746 53	142 04	885 81	80 67
Central New York Institution for Deaf-Mutes, Rome.....	.....	700 00	20,046 31	6,118 98	2,020 64	2,546 41	1,120 42
Chapin Home for the Aged and Infirm, New York.....	1,250 00	.....	2,500 00	4,627 94	.....	880 58	.....
Charity Foundation of the Protestant Episcopal Church, Buffalo.....	.....	2,975 00	2,516 83	1,943 73	.....	1,793 69	164 45
Childrens' Aid Society, Brooklyn.....	.....	*27,779 34	11,074 68	8,486 12	.....	714 67	.....
Childrens' Fold, New York.....	500 00	.....	3,277 56	5,395 07	1,599 94	343 38	207 95
Childrens' Friend Society, Albany.....	.....	.....	929 96	180 70	56 00	107 00	.....
Childrens' Home, Amsterdam.....	.....	.....	784 58	714 88	93 57	187 05	.....
Childrens' Home, Newburgh.....	2,100 00	.....	1,374 50	1,774 93	649 30	314 25	94 72
Church Charity Foundation of Long Island, Brooklyn.....	1,670 00	2,055 67	10,393 69	10,551 49	355 15	8,927 65	682 68
Church Home of the City of Troy.....	.....	.....	1,017 96	1,007 06	.....	432 34	.....
Church Home, Geneva.....	.....	.....	2,612 05	823 69	1 54	175 93	53 29
Colored Home and Hospital, New York.....	.....	.....	5,471 75	10,912 86	1,643 87	1,360 56	764 10
Colored Orphan Asylum and Association for the Benefit of Colored Children, New York.....	.....	.....	10,049 24	9,662 85	2,121 74	4,236 89	897 93
Convent of the Sisters of Mercy, Brooklyn.....	.....	.....	8,027 17	22,442 73	5,886 00	3,149 51	1,956 18
Davenport Institution for Female Orphan Children, Bath.....	.....	.....	4,131 21	3,466 66	.....	642 36	311 84

Day Home, Troy.....	.....	4,710 77	711 11	2,050 00	382 13	46 00	.....
Deborah Power's Home for Old Ladies, Lansingburgh.....	.....	.....	791 68	820 49	.....	258 70	69 50
Eighth Ward Mission, New York.....	.....	.....	257 74	1,148 01	280 74	186 33	36 00
Elmira Industrial School Association.....	.....	.....	1,592 00	15 30	.....	183 10	.....
Evangelical Home for Aged Germans, Brooklyn.....	1,062 92	.....	1,530 70	5,008 54	95 65	1,151 55	135 15
Evangelical Lutheran St. John's Orphan Home, Buffalo.....	2,750 00	.....	1,954 62	1,969 86	1,341 48	395 67	.....
Fairview Home for Friendless Children, West Troy.....	.....	.....	4 293 15	6,400 61	1,909 52	1,132 44	1,161 06
Five Points House of Industry, New York.....	.....	.....	13,687 63	13,242 30	1,283 08	4,468 48	2,024 46
Five Points Mission, New York.....	25,500 00	8,490 00	11,372 33	3,665 78	1,147 98	434 84	.....
Fondling Asylum of the Sisters of Charity, New York.....	.....	.....	150,600 50	54,389 21	15,967 01	9,697 55	5,729 56
Free Home for Destitute Young Girls, New York.....	.....	.....	719 83	1,561 72	.....	239 84	.....
Gallaudet Home for Aged and Infirm Deaf-Mutes, Poughkeepsie.....	.....	90 27	801 62	664 48	192 06	277 65	361 50
German Evangelical Church Home, Buffalo.....	.....	.....	536 50	565 64	254 33	134 20	33 21
German Evangelical Lutheran Orphan Asylum, Syracuse.....	.....	.....	1,720 95	3,580 95	1,562 45	836 70	74 80
German Roman Catholic Orphan Asylum, Buffalo.....	.....	.....	1,261 11	1,881 38	.....	.....	3,141 61
Gilbert A. Robertson Home, Scarsdale.....	2,890 28	.....	546 05	874 89	38 80	123 25	15 71
Greenpoint Home for the Aged, Brooklyn.....	10,771 33	.....	27,084 68	24,919 23	50 00	7,511 80	854 79
Hebrew Benevolent and Orphan Asylum Society, New York.....	.....	2,682 85	.....	.....	.....	.....	.....
Hebrew Orphan Asylum, Brooklyn.....	.....	.....	13,011 70	22,579 14	6,150 40	2,759 30	7,409 37
Hebrew Sheltering Guardian Society of New York.....	.....	.....	2,768 00	2,837 09	91 35	1,331 47	496 38
Henry Keep Home, Watertown.....	.....	118 67	1,532 00	3,285 08	.....	831 57	.....
Home for Aged Men, Albany.....	.....	.....	1,757 00	2,781 91	.....	1,070 81	.....
Home for Aged Men, Brooklyn.....	8,533 30	.....	879 82	736 95	93 49	.....	217 87
Home for the Aged, Elmira.....	.....	.....	.....	.....	.....	.....	.....
Home for the Aged of the Church of the Holy Communion, New York.....	11,476 10	.....	9,729 32	9,298 72	618 26	2,606 12	526 65
Home for Aged and Infirm Hobrews, New York.....	10,900 00	.....	600 00	1,200 00	500 00	800 00	500 00
Home for the Aged of the Little Sisters of the Poor, Albany.....	.....	.....	.....	2,400 00	1,100 00	1,200 00	500 00
Home for the Aged of the Little Sisters of the Poor, Brooklyn.....	.....	.....	.....	7,020 84	513 00	1,455 00	216 00
Home for the Aged of the Little Sisters of the Poor, New York.....	20,687 00	.....	.....	3,000 00	.....	2,000 00	.....
Home for the Aged of the Little Sisters of the Poor, Troy.....	2,350 00	500 00	.....	3,000 00	.....	2,000 00	.....
Home for the Blind, New York.....	1,974 18	.....	2,144 63	4,037 78	437 27	1,262 87	.....
Home for Fallen and Friendless Girls, New York.....	.....	.....	1,206 00	3,007 54	.....	217 44	43 00
Home for the Friendless, Auburn.....	.....	575 01	1,156 54	930 15	.....	304 57	.....
Home for the Friendless, Buffalo.....	.....	.....	2,114 00	2,204 12	99 56	909 97	88 43
Home for the Friendless, Lockport.....	88 84	.....	1,551 97	1,314 90	376 96	14 00	117 71
Home for the Friendless, Newburgh.....	.....	.....	1,280 10	1,300 72	278 92	403 40	92 90
Home for the Friendless, Rochester.....	.....	.....	2,973 38	3,700 06	163 67	1,708 24	255 26
Home for the Friendless, Schenectady.....	.....	.....	656 00	592 77	24 14	258 25	.....
Home for the Friendless of Northern New York, Plattsburgh.....	.....	.....	1,157 49	1,264 22	188 75	242 10	54 45
Home of the Good Shepherd, Saratoga.....	.....	.....	528 73	542 15	.....	24 00	.....
Home for the Homeless, Oswego.....	.....	.....	768 50	895 93	.....	588 05	.....
Home for the Homeless in the City of Utica.....	.....	.....	1,627 10	2,421 81	23 00	708 73	641 29
Home for Old Men and Aged Couples, New York.....	.....	.....	1,775 01	3,009 22	.....	804 60	146 83
House of the Good Shepherd and St. Ann's School of Industry, Albany.....	.....	.....	.....	.....	.....	.....	.....
House of the Good Shepherd, Binghamton.....	.....	627 52	348 00	589 81	.....	260 00	.....
House of the Good Shepherd, Brooklyn.....	7,862 77	.....	7,936 26	19,500 00	1,996 02	2,968 19	840 09
House of the Good Shepherd, New York.....	32,425 63	.....	8,931 86	34,276 76	7,518 29	5,781 32	4,549 59
House of the Good Shepherd, Tonklins Cove.....	110 45	.....	619 67	2,251 49	.....	.....	.....
House of the Good Shepherd, Utica.....	.....	.....	1,226 13	1,715 63	400 78	507 09	207 45
House of Industry, Poughkeepsie.....	.....	1,462 81	.....	.....	.....	.....	.....
House of Industry and Refuge for Discharged Convicts, New York.....	708 33	2,609 80	7,346 62	4,904 90	.....	600 49	.....
House of Mercy, New York.....	1,729 89	6,153 47	2,489 29	6,178 44	.....	6,263 83	.....
Howard Colored Orphan Asylum, Albany.....	.....	.....	559 31	764 86	157 45	329 40	16 00
Howard Colored Orphan Asylum, Brooklyn.....	.....	.....	5,774 19	5,779 89	746 31	814 76	558 07
Howard Mission, New York.....	.....	.....	2,163 00	1,214 15	357 17	65 70	.....
Hudson Orphan and Relief Association.....	.....	.....	2,453 37	2,892 60	1,010 17	581 65	86 28

\* Of this sum \$17,779.34 was due treasurer in 1891.



TABLE No. 20 — (Continued).

INSTITUTIONS.									
	For indebtedness upon real estate, interest.	For other indebtedness existing October 1, 1891.	For salaries of officers, wages and labor.	For provisions and supplies.	For clothing.	For fuel and lights.	For furniture, beds and bedding.		
Industrial School of Rochester.	.....	.....	\$3,962 75	\$2,829 93	\$1,117 05	\$635 23	\$228 05		
Industrial School of the Sisters of Mercy, Rochester.	.....	.....	12,345 75	36,091 34	1,092 87	6,153 94	975 11		
Inebriates' Home, Fort Hamilton, L. I.	.....	.....	873 20	1,327 10	148 69	394 76	122 21		
Ingleside Home, Buffalo.	\$1,050 00	.....	24,221 47	10,772 96	1,830 48	2,324 10	333 91		
Institution for the Improved Instruction of Deaf-Mutes, New York.	10,425 00	.....	3,333 25	24,302 94	2,168 65	3,786 46	2,264 28		
Institution of Mercy, New York.	600 00	\$10,392 98	5,406 32	7,698 38	.....	2,612 64	.....		
Isabella Heimath, New York.	.....	.....	1,824 50	2,558 76	382 54	519 45	127 46		
Isaac T. Hopper Home, New York.	.....	89 87	1,830 76	1,772 55	370 01	694 80	186 89		
Jefferson County Orphan Asylum, Watertown.	.....	.....	.....	3,033 35	400 00	455 48	28 00		
Jewish Orphan Asylum of Western New York, Rochester.	.....	.....	.....	.....	.....	.....	.....		
Ladies' Deborah Nursery and Child's Protectory, New York.	.....	.....	.....	.....	.....	.....	.....		
Leake and Watts' Orphan Asylum, Yonkers.	.....	.....	.....	.....	.....	.....	.....		
Le Conteulx St. Mary's Deaf and Dumb Asylum, Buffalo.	.....	.....	.....	.....	.....	.....	.....		
Madison County Orphan Asylum, Peterboro.	450 00	2,332 91	12,574 00	5,273 78	890 84	435 58	532 55		
Magdalen Benevolent Society, New York.	937 50	.....	980 49	1,964 44	57 00	157 50	.....		
Margaret Straehan Home for Fallen Women, New York.	.....	.....	1,758 50	4,177 73	.....	362 25	.....		
Mariners' Family Asylum, Stapleton, S. I.	.....	.....	360 00	.....	.....	.....	.....		
Messiah Home for Little Children, New York.	.....	.....	1,243 53	2,321 92	.....	585 40	185 03		
Methodist Episcopal Church Home of Brooklyn.	.....	.....	1,109 00	1,729 67	165 65	267 10	44 88		
Methodist Episcopal Church Home, New York.	3,923 09	.....	1,701 90	2,636 47	82 00	459 89	63 32		
Midnight Mission, New York.	.....	.....	3,968 09	8,409 70	.....	2,934 29	829 00		
Mission of the Immaculate Virgin, New York.	.....	.....	709 98	3,645 53	.....	1,332 28	133 72		
Missionary Sisters of the Third Order of St. Francis, New York.	.....	.....	36,883 61	96,601 14	18,692 03	12,128 31	3,517 04		
Mount Magdalen School of Industry and Reformatory of the Good Shepherd, Troy.	.....	15,563 00	7,614 45	47,875 41	20,988 50	4,398 98	7,135 26		
New York Catholic Protectory.	3,808 30	2,000 00	1,938 99	6,739 29	258 67	1,293 10	458 50		
New York Christian Home for Intemperate Men.	34,484 97	59,429 47	50,917 33	96,679 89	16,471 67	27,816 02	10,520 12		
New York Infant Asylum.	1,590 00	1,000 00	5,717 07	4,703 59	4,477 46	1,623 88	514 64		
New York Juvenile Asylum.	.....	.....	11,839 44	59,929 39	1,509 44	6,358 60	2,087 56		
New York Mother's Home of the Sisters of Misericorde.	6,259 78	.....	39,033 55	45,253 74	12,819 35	7,395 04	1,626 62		
Northern New York Institution for Deaf-Mutes, Malone.	.....	1,000 00	374 75	2,696 18	91 00	251 97	173 68		
Nursery and Child's Hospital, New York.	.....	.....	11,449 19	4,848 94	1,734 50	1,381 06	501 03		
Nursery and Home, Yonkers.	250 00	.....	20,037 14	42,379 72	6,372 57	10,431 85	2,502 06		
Old Ladies' Home, Poughkeepsie.	.....	.....	918 82	675 55	25 82	65 62	.....		
Old Ladies' Home, Watertown.	.....	.....	921 08	1,303 74	93 29	351 08	26 08		
Onondaga County Orphan Asylum, Syracuse.	.....	.....	484 00	1,072 00	.....	210 00	.....		
Ontario Orphan Asylum, Canandaigua.	.....	.....	3,768 10	5,870 61	2,315 40	630 48	396 51		
Open Door Mission, Albany.	.....	.....	2,275 46	1,477 60	478 88	561 20	.....		
Orange County Home for Aged Women, Middletown.	.....	.....	403 25	769 43	.....	215 00	11 97		
Orphan Asylum Society, Brooklyn.	.....	.....	273 00	524 03	.....	71 43	66 32		
Orphan Asylum Society, New York.	.....	.....	10,031 94	10,909 34	3,094 06	2,091 40	475 10		
	.....	.....	9,978 80	13,500 00	2,564 85	1,596 65	986 95		





TABLE No. 20 — (Continued).

INSTITUTIONS.							For indebtedness upon real estate, principal and interest.	For other indebtedness existing October 1, 1891.	For salaries of officers, wages and labor.	For provisions and supplies.	For clothing.	For fuel and lights.	For furniture, beds and bedding.
St. Vincent's Female Orphan Asylum, Albany.....	.....	.....	.....	.....	.....	.....	.....	.....	\$1,456 58	\$6,271 09	\$2,304 10	\$1,235 67	\$1,077 40
St. Vincent's Female Orphan Asylum, Buffalo.....	.....	.....	.....	.....	.....	.....	\$571 50	.....	939 27	4,241 40	591 51	739 20	641 69
St. Vincent's Female Orphan Asylum, Troy.....	.....	.....	.....	.....	.....	.....	1,028 00	\$3,000 00	756 15	9,211 54	2,564 08	1,503 78	1,109 12
St. Vincent's Home for Boys, Brooklyn.....	.....	.....	.....	.....	.....	.....	235 00	.....	1,014 00	2,296 46	.....	279 93	.....
St. Vincent's Industrial School, Utica.....	.....	.....	.....	.....	.....	.....	1,665 00	.....	3,771 66	6,364 94	2,384 97	1,165 36	643 89
St. Vincent's Infant Orphan Asylum, Buffalo.....	.....	.....	.....	.....	.....	.....	5,000 00	.....	959 73	4,713 85	1,047 55	1,608 99	253 75
St. Vincent's Male Orphan Asylum, Albany.....	.....	.....	.....	.....	.....	.....	.....	.....	2,462 21	5,206 34	1,565 27	1,200 70	945 14
Sailors' Snug Harbor, New Brighton, S. I.....	.....	.....	.....	.....	.....	.....	.....	.....	64,724 01	75,700 81	22,085 08	11,982 82	5,488 00
Samaritan Home for Aged Men and Women, New York.....	.....	.....	.....	.....	.....	.....	.....	.....	1,482 25	4,561 56	.....	397 35	364 98
Saratoga Home for Children.....	.....	.....	.....	.....	.....	.....	1,376 53	.....	363 99	340 65	50 96	92 80	40 20
Sheltering Arms, New York.....	.....	.....	.....	.....	.....	.....	.....	.....	5,365 98	8,996 08	1,322 41	1,404 13	617 36
Sheltering Arms Nursery Protestant Episcopal Church, Brooklyn.....	.....	.....	.....	.....	.....	.....	.....	.....	2,689 50	3,219 67	199 28	811 88	.....
Shelter for Babies, New York.....	.....	.....	.....	.....	.....	.....	.....	.....	1,185 76	1,652 84	.....	88 99	151 74
Shelter for Homeless Women, Syracuse.....	.....	.....	.....	.....	.....	.....	50 00	.....	1,005 00	1,084 60	212 23	384 69	83 89
Shepherd's Fold of the City of New York.....	.....	.....	.....	.....	.....	.....	.....	.....	524 99	5,911 54	.....	.....	.....
Silver Cross Day Nursery, New York.....	.....	.....	.....	.....	.....	.....	.....	.....	222 29	285 21	.....	32 61	35 11
Sisters of the Third Order of St. Dominic, New York.....	.....	.....	.....	.....	.....	.....	.....	1,607 43	7,348 50	23,637 19	3,699 40	3,841 20	2,236 93
Society for the Aid of Friendless Women and Children, Brooklyn.....	.....	.....	.....	.....	.....	.....	.....	303 00	1,553 35	2,728 58	.....	509 13	76 54
Society for the Protection of Destitute Roman Catholic Children, West Seneca.....	.....	.....	.....	.....	.....	.....	.....	22,837 32	.....	9,641 60	.....	.....	1,626 18
Society for the Relief of Destitute Children of Seamen, West New Brighton.....	.....	.....	.....	.....	.....	.....	.....	.....	3,440 66	4,966 55	719 60	501 71	57 88
Society for the Relief of Half-Orphan and Destitute Children, New York.....	.....	.....	.....	.....	.....	.....	.....	.....	5,529 69	8,273 56	1,881 85	1,835 47	735 00
Society for the Relief of Respectable, Aged, Indigent Females, Brooklyn.....	.....	.....	.....	.....	.....	.....	.....	.....	2,185 75	3,678 27	30 40	1,648 90	337 35
Society of St. Martha, New York.....	.....	.....	.....	.....	.....	.....	.....	.....	701 50	1,249 89	230 43	35 47	112 65
Southern Tier Orphans' Home, Elmira.....	.....	.....	.....	.....	.....	.....	.....	.....	1,809 58	1,212 72	121 97	537 49	27 92
Sunnyside Day Nursery, New York.....	.....	.....	.....	.....	.....	.....	500 00	.....	1,779 12	1,778 54	67 40	225 30	242 83
Susquehanna Valley Home, Binghamton.....	.....	.....	.....	.....	.....	.....	.....	.....	3,326 64	4,015 89	757 37	859 14	397 86
Syracuse Home Association.....	.....	.....	.....	.....	.....	.....	.....	.....	2,024 18	2,733 64	.....	1,549 44	.....
Temporary Home for Children of Queens County, Mineola.....	.....	.....	.....	.....	.....	.....	1,587 50	.....	1,364 54	1,667 10	463 17	274 95	105 49
The Anchorage, Elmira.....	.....	.....	.....	.....	.....	.....	75 00	.....	363 10	636 72	3 45	101 25	.....
The Home, Ithaca.....	.....	.....	.....	.....	.....	.....	.....	.....	918 69	1,063 67	11 89	452 87	18 37
The Lathrop Memorial, Albany.....	.....	.....	.....	.....	.....	.....	.....	.....	1,609 32	1,526 35	147 75	398 86	141 88
Thomas Asylum for Orphan and Destitute Indian Children, Versailles.....	.....	.....	.....	.....	.....	.....	.....	.....	4,629 52	2,537 53	1,896 14	810 40	104 02
Training School and Home for Young Girls, Brooklyn.....	.....	.....	.....	.....	.....	.....	.....	.....	605 00	1,147 47	41 67	62 16	152 46
Troy Catholic Male Orphan Asylum.....	.....	.....	.....	.....	.....	.....	.....	.....	3,378 39	14,581 36	5,633 73	2,540 34	399 89
Troy Orphan Asylum.....	.....	.....	.....	.....	.....	.....	.....	.....	6,059 45	5,463 20	1,205 44	1,202 79	1,202 84
Truant Home, Brooklyn.....	.....	.....	.....	.....	.....	.....	.....	.....	8,575 20	7,764 00	1,564 80	1,376 00	933 41
Utica Orphan Asylum.....	.....	.....	.....	.....	.....	.....	.....	.....	3,612 13	5,217 19	1,300 91	1,707 47	.....
Vassar Brothers' Home for Aged Men, Poughkeepsie.....	.....	.....	.....	.....	.....	.....	.....	.....	1,001 00	2,800 00	.....	483 72	39 50
Wartburg Home for Aged and Infirm, East New York.....	.....	.....	.....	.....	.....	.....	.....	.....	3,194 18	4,124 59	.....	825 49	.....
Wartburg's Orphan Farm School, Mt. Vernon.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,170 38	569 92	.....	.....

Wayside Day Nursery, New York.....	90 00	.....	1,077 50	953 48	.....	188 34	.....
Wayside Home, Brooklyn.....	360 00	.....	.....	.....	.....	.....	.....
Western New York Home, Randolph.....	90 00	.....	4,328 11	3,495 79	.....	526 46	212 50
Western New York Institution for Deaf-Mutes, Rochester.....	.....	.....	16,596 58	6,246 49	.....	2,839 73	1,280 31
Westchester Temporary Home for Destitute Children, White Plains.....	47 50	.....	3,036 74	6,008 12	.....	669 33	616 14
Willson Industrial School for Girls, New York.....	.....	.....	2,946 90	810 55	.....	616 59	.....
Wyoming Benevolent Institute, Genesee Falls.....	.....	.....	11 13	.....	.....	.....	.....
Total.....	\$449,763 39	\$214,332 13	\$1,082,711 25	\$1,684,816 91	\$320,060 48	\$316,048 87	\$131,921 65



TABLE No. 20 — (Continued).

INSTITUTIONS.					
	For ordinary repairs.	For buildings and improvements.	For investments.	For all other purposes.	Total expenditures.
Albany Guardian Society and Home for the Friendless.....	\$212 88	.....	.....	\$376 84	\$4,979 16
Albany Home School for the Oral Instruction of the Deaf .....	.....	\$2,717 20	.....	953 39	2,495 14
Albany Orphan Asylum.....	1,147 66	.....	.....	2,105 99	55,319 91
American Female Guardian Society and Home for the Friendless, New York .....	885 60	1,025 32	.....	87,473 63	113,185 95
Association for Befriending Children and Young Girls, New York .....	524 64	16,510 35	.....	8,621 88	42,382 94
Association for the Relief of Respectable, Aged, Indigent Females, New York.....	4,410 28	.....	.....	7,297 97	58,459 98
Asylum of Our Lady of Refuge, Buffalo.....	205 70	4,086 36	.....	483 56	18,826 35
Asylum of the Sisters of St. Dominic, Blauveltville.....	.....	19,000 00	.....	1,480 40	63,902 09
Babies' Nursery, Albany.....	.....	.....	.....	.....	.....
Baptist Home, Brooklyn .....	695 24	.....	.....	494 91	7,265 11
Baptist Home for the Aged, New York.....	25 22	.....	2,958 50	2,044 55	16,600 53
Berachah Orphanage, New York.....	278 36	594 68	.....	18,678 63	51,591 26
Bethlehem Orphan and Half-Orphan Asylum.....	589 04	.....	.....	920 40	6,838 20
Bethlehem Home for Aged Colored People.....	145 43	13,395 70	.....	47 80	16,485 63
Brooklyn Home for Aged Colored People.....	3,057 10	.....	.....	2,889 88	41,213 96
Brooklyn Industrial School Association and Home for Destitute Children.....	1,003 84	1,225 00	.....	1,102 49	23,239 62
Brooklyn Industrial School Association, E. D.....	1,335 56	1,700 00	3,214 65	2,159 59	21,071 76
Brooklyn Nursery .....	.....	.....	.....	74 52	129 19
Brown Memorial Association for the Education of Boys, New York.....	.....	.....	.....	965 42	1,107 70
Buffalo Deaconess' Home of the Methodist Episcopal Church .....	372 37	409 50	15,100 00	1,053 37	26,771 89
Buffalo Orphan Asylum.....	.....	.....	.....	4,252 72	12,501 60
Burnham Industrial Farm, Canaan.....	970 40	36,000 00	9,400 00	1,059 96	57,636 55
Cayuga Asylum for Destitute Children, Auburn.....	942 24	314 71	.....	3,060 05	38,119 76
Central New York Institution for Deaf-Mutes, Rome.....	840 69	.....	2,646 89	1,489 66	12,985 76
Chapin Home for the Aged and Infirm, New York.....	587 74	.....	.....	910 48	10,891 92
Charity Foundation of the Protestant Episcopal Church, Buffalo.....	394 61	4,603 50	13,710 00	7,770 75	47,887 39
Children's Aid Society, Brooklyn .....	.....	92,858 52	.....	4249,156 81	380,869 35
Children's Aid Society, New York.....	1,174 68	10,949 26	.....	3,730 66	27,378 50
Children's Fold, New York.....	43 82	.....	.....	48 00	1,365 48
Children's Friend Society, Albany .....	86 08	.....	600 00	290 41	2,756 52
Children's Home, Amsterdam .....	63 08	.....	.....	231 77	6,602 55
Children's Home, Newburgh.....	2,089 83	2,337 82	15,750 00	2,459 14	52,272 82
Church Charity Foundation of Long Island, Brooklyn.....	1,079 82	.....	.....	539 50	4,076 68
Church Home of the City of Troy.....	146 64	107 90	.....	301 69	4,222 73
Church Home, Geneva.....	1,849 54	.....	5,286 25	1,800 90	29,059 83
Colored Home and Hospital, New York.....	1,218 94	.....	13,060 00	4,614 41	45,362 00
Colored Orphan Asylum and Association for the Benefit of Colored Children, New York .....	2,690 48	5,911 64	.....	13,191 73	63,255 44
Convent of the Sisters of Mercy, Brooklyn.....	525 50	.....	20,750 00	1,311 31	31,138 88
Davenport Institution for Female Orphan Children, Bath .....	319 53	.....	8,500 00	198 75	12,237 55
Day Home, Troy .....	.....	.....	.....	.....	.....
					Cash on hand September 30, 1892.
					\$3,557 65

Deborah Power's Home for Old Ladies, Lansingburgh .....	136 98	990 42	.....	255 49	8,037 03	28,083 47
Elgith Ward Mission, New York .....	160 53	.....	.....	1,301 36	3,370 71	3,370 71
Elmhurst Industrial School Association .....	74 40	1,205 70	.....	31 71	3,102 21	75 63
Evangelical Home for Aged Germans, Brooklyn .....	864 62	.....	.....	6,227 29	16,076 42	57 19
Evangelical Lutheran St. John's Orphan Home, Buffalo .....	506 63	.....	.....	1,445 20	10,363 46	5,584 03
Fairview Home for Friendless Children, West Troy .....	498 92	1,314 50	.....	1,174 68	17,917 88	1,083 67
Five Points House of Industry, New York .....	2,685 47	5,200 00	7,000 00	6,343 52	55,931 94	9,091 12
Five Points Mission, New York .....	147 00	.....	.....	2,008 85	18,776 78	45,639 30
Foundling Asylum of the Sisters of Charity, New York .....	3,838 89	6,442 33	.....	12,256 80	202,911 88	.....
Free Home for Destitute Young Girls, New York .....	437 42	.....	.....	2 20	2,961 01	39 74
Gallaudet Home for Aged and Infirm Deaf-Mutes, Poughkeepsle .....	.....	.....	.....	5,200 00	5,200 00	.....
German Evangelical Church Home, Buffalo .....	550 91	290 00	500 00	1,274 02	7,629 01	119 63
German Evangelical Lutheran Orphan Asylum, Syracuse .....	78 26	119 06	.....	77 79	1,798 99	876 46
German Roman Catholic Orphan Asylum, Buffalo .....	.....	3,029 89	.....	4,041 88	14,847 62	4,764 55
Gilbert A. Robertson Home, Scarsdale .....	.....	3,645 00	.....	1,096 07	11,025 17	1,339 93
Greenpoint Home for the Aged .....	279 38	.....	80,000 00	426 69	5,195 05	140 85
Hebrew Benevolent and Orphan Asylum Society, New York .....	.....	7,334 53	.....	60,655 80	219,182 16	11,447 62
Hebrew Orphan Asylum, Brooklyn .....	.....	131,405 93	.....	7,072 09	202,512 58	.....
Hebrew Sheltering Guardian Society of New York .....	6,753 18	6,441 70	.....	6,294 39	22,289 40	.....
Henry Keep Home, Watertown .....	1,979 02	566 75	7,025 00	1,092 78	14,647 41	.....
Home for Aged Men, Albany .....	195 56	.....	625 77	667 08	16,799 72	85
Home for Aged Men, Brooklyn .....	1,363 85	.....	.....	166 20	2,279 48	83 46
Home for the Aged, Elmira .....	185 15	.....	.....	3,687 35	3,687 35	69 91
Home for the Aged of the Church of the Holy Communion, New York .....	.....	.....	.....	2,685 24	38,692 05	590 53
Home for Aged and Infirm Hebrews, New York .....	1,721 64	600 00	.....	120 00	16,020 00	27,920 90
Home for the Aged of the Little Sisters of the Poor, Albany .....	800 00	.....	.....	2,000 00	22,639 00	1,657 00
Home for the Aged of the Little Sisters of the Poor, Brooklyn .....	2,400 00	13,039 00	.....	1,138 16	41,645 00	2,815 00
Home for the Aged of the Little Sisters of the Poor, New York .....	2,115 00	8,500 00	.....	1,500 00	12,850 00	122 00
Home for the Aged of the Little Sisters of the Poor, Troy .....	500 00	3,000 00	.....	1,828 00	55,504 59	6,016 71
Home for the Blind, New York .....	3,257 13	.....	41,000 00	1,755 24	10,626 23	1,896 92
Home for Fallen and Friendless Girls, New York .....	217 26	250 00	3,487 48	392 53	11,722 94	431 22
Home for the Friendless, Auburn .....	543 23	.....	7,791 11	642 59	17,924 84	14,249 96
Home for the Friendless, Buffalo .....	1,228 24	837 93	9,800 00	1,926 26	98,103 08	170 82
Home for the Friendless, Lockport .....	212 84	2,503 70	30,000 00	923 32	14,728 92	3,733 63
Home for the Friendless, Newburgh .....	206 72	4,214 20	5,939 51	1,001 14	12,659 49	1,142 17
Home for the Friendless, Rochester .....	1,118 70	397 96	1,341 13	230 33	5,674 26	804 85
Home for the Friendless, Schenectady .....	462 77	.....	3,450 00	168 16	3,328 48	907 59
Home for the Friendless of Northern New York, Plattsburgh .....	88 24	165 07	.....	281 98	1,396 56	1,175 34
Home of the Good Shepherd, Saratoga .....	19 70	.....	.....	462 91	2,715 39	1,747 38
Home for the Homeless Oswego .....	.....	.....	.....	1,133 48	14,698 61	10,432 80
Home for the Homeless in the City of Utica .....	1,222 17	3,631 03	3,200 00	5,861 33	61,841 42	69,237 77
Home for Old Men and Aged Couples, New York .....	244 43	.....	50,000 00	.....	.....	.....
House of the Good Shepherd and St. Ann's School of Industry, Albany .....	.....	.....	.....	18 14	1,295 22	391 21
House of the Good Shepherd, Binghamton .....	79 27	.....	.....	1,728 33	55,886 33	33,736 52
House of the Good Shepherd, Brooklyn .....	2,042 54	11,834 61	.....	6,166 28	104,224 86	2,273 04
House of the Good Shepherd, New York .....	4,575 13	.....	.....	.....	3,082 13	.....
House of the Good Shepherd, Tonkins Cove .....	100 52	.....	.....	300 00	5,606 08	21 49
House of the Good Shepherd, Utica .....	689 00	560 00	505 00	525 86	2,545 55	579 59
House of Industry, Poughkeepsle .....	51 88	.....	.....	\$25,227 80	105,427 70	108 50
House of Industry and Refuge for Discharged Convicts, New York .....	.....	63,939 76	.....	2,470 57	27,151 83	2,625 89
House of Mercy, New York .....	457 40	1,408 94	.....	42 72	1,966 93	1,545 81
House of Shelter, Albany .....	72 71	24 48	.....	932 01	15,531 87	2,816 86
Howard Colored Orphan Asylum, Brooklyn .....	344 46	582 18	.....	2,979 50	10,431 18	245 43
Howard Colored New York .....	25 75	.....	3,625 91	1,110 69	14,861 57	812 99
Hudson Orphan and Relief Association .....	326 81	.....	6,400 00	533 89	10,868 87	3,526 90
Industrial School of Rochester .....	1,561 97	.....	.....	.....	.....	.....



TABLE No. 20 — (Continued).

INSTITUTIONS.					
	For ordinary re- pairs.	For buildings and improvements.	For investments.	For all other pur- poses.	Total expenditures.
Industrial School of the Sisters of Mercy, Rochester.....	.....	\$7,364 18	.....	\$30,724 16	\$94,747 35
Inebriates' Home, Fort Hamilton, L. I.....	\$142 86	532 96	\$200 00	550 93	5,342 71
Ingleside Home, Buffalo.....	1,269 56	.....	.....	1,425 22	52,602 70
Institution for the Improved Instruction of Deaf-Mutes, New York..	2,745 70	6,131 17	5,900 00	2,653 67	64,209 10
Institution of Mercy, New York.....	786 61	.....	.....	2,351 29	18,855 24
Isabella Heimath, New York.....	697 90	.....	3,500 00	753 28	10,393 89
Isaac T. Hopper Home, New York.....	40 25	14,068 84	.....	439 91	19,493 38
Jefferson County Orphan Asylum, Watertown.....	109 86	449 47	5,025 00	478 52	9,979 68
Jewish Orphan Asylum of Western New York, Rochester.....	.....	.....	.....	.....	.....
Ladies' Deborah Nursery and Child's Protectory, New York.....	.....	.....	.....	.....	.....
Leake and Watts' Orphan Asylum, Yonkers.....	.....	.....	.....	.....	.....
Le Conteulx St. Mary's Deaf and Dumb Asylum.....	997 46	1,560 00	.....	2,163 13	27,200 25
Madison County Orphan Asylum, Peterboro.....	49 67	.....	.....	361 83	3,661 83
Magdalen Benevolent Society, New York.....	185 40	2,793 04	22,800 00	287 98	83,802 40
Margaret Straehan Home for Fallen Women, New York.....	.....	.....	.....	2,559 05	2,919 05
Mariners' Family Asylum, Stapleton, S. I.....	159 64	.....	.....	393 73	4,889 25
Messiah Home for Little Children, New York.....	305 44	.....	1,017 33	2,389 05	7,028 12
Methodist Episcopal Church Home of Brooklyn.....	342 49	.....	.....	1,196 80	10,405 96
Methodist Episcopal Church Home, New York.....	832 27	1,200 00	19,720 42	2,625 89	40,519 66
Midnight Mission, New York.....	786 82	.....	.....	4,472 55	11,080 88
Mission of the Immaculate Virgin, New York.....	10,290 43	179,986 71	1,293 75	25,980 95	385,373 97
Missionary Sisters of the Third Order of St. Francis, New York.....	2,804 92	17,310 34	.....	5,072 62	128,763 48
Mount Magdalen School of Industry and Reformatory of the Good Shepherd, Troy.....	1,341 05	.....	.....	4,287 85	22,185 75
New York Catholic Protectory.....	4,928 88	32,463 07	.....	9,379 78	345,001 20
New York Christian Home for Intemperate Men.....	464 71	1,286 48	1,796 25	3,187 97	20,772 05
New York Infant Asylum.....	3,977 42	7,523 82	.....	4,268 30	99,083 97
New York Juvenile Home.....	6,276 57	8,205 82	.....	12,505 24	133,115 93
New York Mothers' Home of the Sisters of Misericorde.....	99 19	5,005 00	.....	3,475 10	18,426 65
Northern New York Institution for Deaf-Mutes, Malone.....	535 38	2,837 00	.....	5,870 94	29,638 01
Nursery and Child's Hospital, New York.....	\$17,935 44	3,397 93	13,500 00	8,514 15	125,100 86
Nursery and Home, Yonkers.....	197 80	.....	.....	157 98	2,291 09
Old Ladies' Home, Poughkeepsie.....	300 53	.....	400 00	210 98	3,606 78
Old Ladies' Home, Waterford.....	.....	.....	.....	50 00	1,816 02
Onondaga County Orphan Asylum, Syracuse.....	265 25	1,680 48	4,287 50	719 40	19,933 73
Ontario Orphan Asylum, Canandaigua.....	.....	1,518 47	.....	422 08	6,733 19
Open-Door Mission, Albany.....	112 00	.....	.....	73 54	1,585 19
Orange County House for Aged Women, Middletown.....	180 26	.....	.....	217 80	1,332 31
Orphan Asylum Society, Brooklyn.....	2,857 92	.....	13,000 00	645 76	43,105 52
Orphan Asylum Society, New York.....	.....	3,888 00	24,000 00	7,861 14	64,376 39
Orphan Asylum Society of the Reformed Churches of Brooklyn and New York, Brooklyn.....	.....	.....	.....	.....	.....
					Cash on hand Sep- tember 30, 1892.
					\$835,325 73
					100 95
					14,472 62
					1,119 53
					2,618 93
					754 79
					10 00
					1,966 39
					.....
					.....
					516 61
					.....
					7,014 32
					2,652 00
					864 95
					370 04
					1,090 25
					3,574 36
					6,329 04
					1,209 42
					24,241 63
					.....
					3,417 74
					67 86
					14,761 36
					19,056 64
					11 07
					31 26
					11,057 07
					38 08
					369 55
					.....
					8,967 86
					560 53
					937 18
					6,819 95
					2,202 69
					9,125 02

Orphans' Home and Asylum of the Holy Trinity Church, Brooklyn, E. D.....	3,037 93	.....	9,551 21	2,772 90	99,362 04	1,979 06
Orphans' Home and Asylum of the Protestant Episcopal Church, New York.....	2,652 20	.....	14,000 00	2,354 94	35,558 13	3,498 72
Orphans' Home of St. Peter's Church, Albany.....	29 62	.....	156 65	25 01	1,243 14	616 17
Orphan House of the Holy Saviour, Cooperstown.....	6 00	936 82	1,000 00	301 40	11,587 90	23 45
Orphanage of the Church of the Holy Trinity, New York.....	80 06	121 25	.....	318 85	3,072 46	213 23
Orphanage of Our Lady of Mercy, Newburgh.....	1,422 66	.....	.....	2,818 80	26,909 67	2,822 71
Oswego Orphan Asylum.....	53 44	335 01	.....	176 03	4,019 67	993 95
Peabody Home for Aged and Indigent Women, New York.....	201 64	.....	\$4,918 75	646 76	9,098 10	2,038 74
Poughkeepsie Orphan House and Home for the Friendless.....	86 10	178 08	1,131 25	428 93	5,987 73	1,671 95
Presbyterian Home Association, Troy.....	.....	.....	.....	.....	.....	.....
Presbyterian Home, New York.....	2,595 64	.....	28,000 00	334 46	44,058 89	7,430 53
Protestant Episcopal Church Home, Rochester.....	335 67	.....	.....	317 81	5,944 44	617 14
Riverside Rest Association, New York.....	153 72	.....	.....	2,117 34	7,925 29	150 53
Rochester Home of Industry.....	394 37	318 96	.....	536 47	9,725 58	226 88
Rochester Orphan Asylum.....	1,166 45	.....	.....	383 69	12,569 02	1,591 91
Roman Catholic Orphan Asylum Society, Brooklyn.....	11,516 82	19,001 63	.....	25,397 18	168,073 63	4,579 41
Roman Catholic Orphan Asylum Society, New York.....	.....	.....	.....	.....	.....	.....
St. Agatha's Home for Children, Nanuet.....	997 13	5,572 60	.....	1,514 95	28,940 02	2,052 08
St. Barnabas' House, New York.....	680 29	.....	.....	150 15	11,428 51	.....
St. Benedict's Home for Destitute Colored Children, New York.....	.....	.....	.....	.....	.....	.....
St. Christopher's Home, New York.....	223 57	9,294 50	.....	2,660 52	42,254 60	8,431 56
St. Chrysostom's Nursery, New York.....	49 99	.....	.....	1,333 94	3,900 71	399 10
St. Colman's Industrial School and Orphan Asylum, West Troy.....	297 51	849 29	.....	799 02	11,578 04	376 64
St. Elizabeth's Industrial School, New York.....	258 40	.....	.....	169 91	6,205 42	275 21
St. Francis' Asylum, Buffalo.....	1,230 13	6,251 46	.....	2,913 23	40,258 78	501 63
St. James' Home, New York.....	1,130 47	.....	.....	111 65	11,732 28	2,023 94
St. John's Female Orphan Asylum, Utica.....	185 51	287 76	.....	3,197 17	15,735 26	383 72
St. John's Orphan Asylum, Greenbush.....	159 19	.....	.....	538 78	9,803 91	.....
St. Joseph's Asylum and House of Providence, Syracuse.....	994 95	.....	.....	17 86	9,844 79	370 97
St. Joseph's German Roman Catholic Orphan Asylum, Rochester.....	472 97	418 25	12,708 25	1,078 94	22,245 50	528 31
St. Joseph's Home for the Aged, New York.....	977 82	3,756 11	.....	670 09	49,427 61	2,082 10
St. Joseph's Institution for the Improved Instruction of Deaf-Mutes, Fordham.....	1,771 40	2,545 88	.....	4,896 92	78,034 01	360 37
St. Joseph's Male Orphan Asylum, West Seneca.....	316 34	10,250 00	.....	782 99	15,988 22	1,119 77
St. Joseph's Maternity and Foundling Asylum, Syracuse.....	.....	.....	.....	.....	.....	.....
St. Joseph's Orphan Asylum, New York.....	8,952 65	8,457 84	7,500 00	2,709 70	65,058 28	27,253 79
St. Luke's Home for Indigent Christian Females, New York.....	1,093 18	.....	22,075 74	1,559 25	36,271 12	539 57
St. Malachy's Home, East New York.....	1,650 00	.....	.....	325 00	11,256 00	160 69
St. Margaret's Home, Red Hook.....	.....	.....	.....	.....	.....	.....
St. Margaret's Home, Albany.....	267 95	.....	.....	592 80	4,026 38	63 84
St. Mary's Boys' Orphan Asylum, Rochester.....	495 00	540 00	.....	1,084 56	7,949 56	175 00
St. Mary's Catholic Orphan Asylum, Binghamton.....	588 25	.....	.....	751 75	8,164 49	292 50
St. Mary's Maternity and Children's Home, Brooklyn.....	.....	.....	460 40	.....	.....	.....
St. Mary's Orphan Asylum, Canandaigua.....	120 00	115 00	.....	80 00	1,810 65	30 00
St. Mary's Orphan Asylum, Dunkirk.....	185 00	.....	.....	391 25	4,966 25	633 73
St. Mary's Orphan Asylum, Port Jervis.....	783 42	2,000 00	.....	346 12	8,743 25	.....
St. Michael's Home for Destitute Children, Green Ridge, S. I.....	369 68	992 44	.....	505 41	8,814 90	.....
St. Patrick's Female Orphan Asylum, Rochester.....	516 50	.....	.....	2,541 45	7,531 70	150 00
St. Peter's German Roman Catholic Association, Rondout.....	.....	.....	.....	700 00	714 28	.....
St. Phebe's Mission, Brooklyn.....	114 37	.....	.....	1,466 34	5,329 72	1,575 91
St. Phillip's Parish Home for Aged, Infirm and Destitute Persons, New York.....	29 25	.....	.....	10 00	248 03	.....
St. Vincent de Paul's Orphan Asylum, New York.....	568 15	.....	.....	980 15	23,466 69	2,078 74
St. Vincent de Paul's Orphan Asylum, Syracuse.....	1,132 13	236 65	4,500 00	672 10	17,167 70	535 20
St. Vincent's Female Orphan Asylum, Albany.....	571 28	2,463 69	.....	3,216 21	18,596 02	1,103 92
St. Vincent's Female Orphan Asylum, Buffalo.....	1,859 40	.....	.....	236 94	9,820 91	1,062 38
St. Vincent's Female Orphan Asylum, Troy.....	450 29	1,092 48	.....	941 23	21,656 67	1,014 56
St. Vincent's Home for Boys, Brooklyn.....	127 36	.....	.....	84 27	4,027 02	279 68









TABLE  
Showing the number of persons supported in the orphan asylums  
September

INSTITUTIONS.	Number in the in-stitution October 1, 1891.	Received during the year.	Total supported.	By adoption.		By indenture.
Albany Guardian Society and Home for the Friendless .....	45	7	52	.....	.....	.....
Albany Home School for the Oral Instruction of the Deaf.....	9	6	15	.....	.....	.....
Albany Orphan Asylum .....	520	177	697	6	.....	41
American Female Guardian Society and Home for the Friendless, New York, .....	213	247	460	59	.....	.....
Association for Befriending Children and Young Girls, New York.	213	70	283	.....	.....	.....
Association for the Relief of Respectable, Aged, Indigent Females, New York .....	84	10	94	.....	.....	.....
Asylum of Our Lady of Refuge, Buffalo .....	154	65	219	.....	.....	.....
Asylum of the Sisters of St. Dominic, Blauveltville .....	643	176	819	.....	.....	.....
Babies' Nursery, Albany .....	.....	.....	.....	.....	.....	.....
Baptist Home, Brooklyn .....	49	3	52	.....	.....	.....
Baptist Home for the Aged, New York.....	84	3	87	.....	.....	.....
Berachah Orphanage, New York .....	36	12	48	.....	.....	.....
Bethlehem Orphan and Half-Orphan Asylum, College Point, L. I. .	84	28	112	.....	.....	.....
Brooklyn Home for Aged Colored People.....	21	.....	21	.....	.....	.....
Brooklyn Industrial School Association and Home for Destitute Children .....	300	250	550	.....	.....	28
Brooklyn Industrial School Association, E. D.....	191	189	380	7	.....	16
Brooklyn Nursery.....	100	281	381	6	.....	.....
Brown Memorial Association for the Education of Boys, New York,	.....	.....	.....	.....	.....	.....
Buffalo Deaconess' Home of the Methodist Episcopal Church .....	6	7	13	.....	.....	.....
Buffalo Orphan Asylum .....	101	200	301	12	.....	3
Burnham Industrial Farm, Canaan .....	63	28	91	.....	.....	.....
Cayuga Asylum for Destitute Children, Auburn.....	105	52	157	.....	.....	8
Central New York Institution for Deaf-Mutes, Rome.....	137	17	154	.....	.....	.....
Chapin Home for the Aged and Infirm, New York.....	55	9	64	.....	.....	.....
Charity Foundation of the Protestant Episcopal Church, Buffalo ..	73	15	88	3	.....	.....
Children's Aid Society, Brooklyn .....	.....	.....	.....	.....	.....	.....
Children's Aid Society, New York.....	.....	.....	.....	.....	.....	.....
Children's Fold, New York.....	156	93	249	.....	.....	.....
Children's Friend Society, Albany .....	.....	.....	.....	.....	.....	.....
Children's Home, Amsterdam.....	16	18	34	.....	.....	1
Children's Home, Newburgh.....	31	26	57	2	.....	.....
Church Charity Foundation of Long Island, Brooklyn.....	152	24	176	.....	.....	2
Church Home of the City of Troy .....	13	1	14	.....	.....	.....
Church Home, Geneva.....	10	2	12	.....	.....	.....
Colored Home and Hospital, New York.....	222	482	704	.....	.....	.....
Colored Orphan Asylum and Association for the Benefit of Colored Children, New York.....	317	63	380	6	.....	19
Convent of the Sisters of Mercy, Brooklyn.....	501	150	651	.....	.....	.....
Davenport Institution for Female Orphan Children, Bath.....	60	15	75	.....	.....	11
Day Home, Troy .....	.....	.....	.....	.....	.....	.....
Deborah Powers' Home for Old Ladies, Lansingburgh.....	10	.....	10	.....	.....	.....
Eighth Ward Mission, New York.....	12	2	14	.....	.....	.....
Elmira Industrial School Association.....	70	39	109	.....	.....	.....
Evangelical Home for Aged Germans, Brooklyn.....	166	39	205	.....	.....	.....
Evangelical Lutheran St. John's Orphan Home, Buffalo .....	82	16	98	.....	.....	5
Fairview Home for Friendless Children, West Troy.....	87	72	159	1	.....	2
Five Points House of Industry, New York .....	321	402	723	.....	.....	1
Five Points Mission, New York.....	.....	.....	.....	.....	.....	.....
Foundling Asylum of the Sisters of Charity, New York .....	1,969	1,637	3,606	.....	.....	338
Free Home for Destitute Young Girls, New York.....	15	66	81	.....	.....	.....
Gallaudet Home for Aged and Infirm Deaf-Mutes, Poughkeepsie...	22	.....	22	.....	.....	.....
German Evangelical Church Home, Buffalo.....	22	12	34	.....	.....	.....
German Evangelical Lutheran Orphan Asylum, Syracuse.....	23	4	27	.....	.....	.....
German Roman Catholic Orphan Asylum, Buffalo .....	158	126	284	12	.....	.....
Gilbert A. Robertson Home, Scarsdale.....	.....	.....	.....	.....	.....	.....
Greenpoint Home for the Aged, Brooklyn.....	17	1	18	.....	.....	.....
Hebrew Benevolent and Orphan Asylum Society, New York.....	567	184	751	1	.....	1
Hebrew Orphan Asylum, Brooklyn .....	.....	.....	.....	.....	.....	.....
Hebrew Sheltering Guardian Society of New York.....	580	265	845	.....	.....	.....
Henry Keep Home, Watertown .....	29	3	32	.....	.....	.....
Home for Aged Men, Albany.....	31	5	36	.....	.....	.....
Home for Aged Men, Brooklyn .....	29	11	40	.....	.....	.....
Home for the Aged, Elmira.....	23	.....	23	.....	.....	.....
Home for the Aged of the Church of the Holy Communion, New York.	23	6	29	.....	.....	.....
Home for Aged and Infirm Hebrews, New York.....	143	37	180	.....	.....	12
Home for the Aged of the Little Sisters of the Poor, Albany.....	155	45	200	.....	.....	.....
Home for the Aged of the Little Sisters of the Poor, Brooklyn.....	240	61	301	.....	.....	.....
Home for the Aged of the Little Sisters of the Poor, New York.....	490	81	571	.....	.....	.....
Home for the Aged of the Little Sisters of the Poor, Troy .....	200	60	260	.....	.....	.....
Home for the Blind, New York .....	59	10	69	.....	.....	.....
Home for Fallen and Friendless Girls, New York.....	42	291	333	.....	.....	.....
Home for the Friendless, Auburn.....	17	3	20	.....	.....	.....

No. 21.

and homes for the friendless, and the changes during the year ending 30, 1892.

DISCHARGED.							REMAINING OCTOBER 1, 1892.				
Returned to parents or guardians.	Left without permission.	Transferred to other institutions.	Sent out of the State.	Otherwise discharged.	Died.	Total.	Men.	Women.	Boys under 16 years.	Girls under 16 years.	Total.
		1		1	5	6		46			46
		2		3		3				5	12
95		6		3	6	157			327	213	540
141				28	11	239		29	76	116	221
22		9		63	4	98		113		72	185
					13	13		81			81
16	2		1	48	6	73		109		37	146
160	3	5		20	10	193			55	566	621
		1			2	3		44			49
				2	5	7	5	73			80
1						1			24	23	47
				26		26			47	39	86
					7	7	2	12			14
170	14	6	12	2	2	231			178	138	316
147	1	2	3		2	178			114	88	202
32				142	72	252		42	46	41	12
		3	1	5		9		4			4
125	9	2	21	27	7	206			47	43	95
6				1	1	8			83		83
64	2				3	77			49	31	80
13	5	2		1		21			66	67	133
					7	7	16	41			57
14		1			2	20		9	31	28	68
92		11				103			70	76	146
8						9			18	7	25
18		2			2	24			19	14	33
20				1	8	31	7	49	44	45	145
					3	3		11			11
					1	1		11			11
		1		371	114	486	94	120	3	1	218
58		4			7	94			180	106	286
151	8	5			4	168		99		384	483
7						18				57	57
					2	2		8			8
				12		12				14	14
				2	32	34	65	106	55	42	97
				13	3	21			45	32	171
	4	7		40		54			64	41	77
195	1	66	17	99	5	384		30	167	142	105
											339
123		6		470	645	1,637		225	935	809	1,969
15		4		39		58				23	23
	1					1	10	11			21
				3	2	5	18	11			29
6						6			8	13	21
83	2	1		6	4	108		4	83	89	176
		1		1	2	4	1	13			14
123	4		1			130			370	251	621
138					2	140			393	312	705
					2	2	8	22			30
	1			3	2	6	30				30
					6	6	34				34
							1	22			23
				1	3	4		25			25
	1	1			14	28	71	81			152
				9	36	45	67	88			155
	10	2		7	42	61	115	125			240
		6	2	6	44	58	237	276			513
	10	2		12	36	60	88	112			200
3		1		4		8	29	32			61
75	3	11		193		282		51			51
				1	1	2		18			18



TABLE No. 21 —

INSTITUTIONS.	Number in the in-stitution October 1, 1891.	Received during the year.	Total supported.		
				By adoption.	By indenture.
Home for the Friendless, Buffalo.....	57	102	159	.....	.....
Home for the Friendless, Lockport.....	35	44	79	2	.....
Home for the Friendless, Newburgh.....	41	27	68	1	.....
Home for the Friendless, Rochester.....	48	13	61	.....	.....
Home for the Friendless, Scheneetady.....	12	.....	12	.....	.....
Home for the Friendless of Northern New York, Plattsburgh.....	41	23	64	3	1
Home of the Good Shepherd, Saratoga.....	15	16	31	.....	.....
Home for the Homeless, Oswego.....	14	1	15	.....	.....
Home for the Homeless in the City of Utica.....	57	10	67	.....	.....
Home for Old Men and Aged Couples, New York.....	33	7	40	.....	.....
House of the Good Shepherd and St. Ann's School of Industry, Albany.....	.....	.....	.....	.....	.....
House of the Good Shepherd, Binghamton.....	12	1	13	.....	.....
House of the Good Shepherd, Brooklyn.....	475	236	761	.....	.....
House of the Good Shepherd, New York.....	702	313	1,015	.....	.....
House of the Good Shepherd, Tomkins Cove.....	18	16	34	.....	.....
House of the Good Shepherd, Utica.....	47	27	74	2	.....
House of Industry, Poughkeepsie.....	.....	.....	.....	.....	.....
House of Industry and Refuge for Discharged Convicts, New York.....	35	191	226	.....	.....
House of Mercy, New York.....	98	75	173	.....	.....
House of Shelter, Albany.....	10	90	100	.....	.....
Howard Colored Orphan Asylum, Brooklyn.....	114	62	176	.....	8
Howard Mission, New York.....	.....	.....	.....	.....	.....
Hudson Orphan and Relief Association.....	64	21	85	.....	5
Industrial School of Rochester.....	69	40	109	2	7
Industrial School of the Sisters of Mercy, Rochester.....	.....	.....	.....	.....	.....
Inebriates' Home, Fort Hamilton, L. I.....	175	420	595	.....	.....
Ingleside Home, Buffalo.....	27	68	95	2	.....
Institution for the Improved Instruction of Deaf-Mutes, New York.....	182	36	218	.....	.....
Institution of Mercy, New York.....	623	291	914	.....	.....
Isabella Heimath, New York.....	131	208	339	.....	.....
Isaac T. Hopper Home, New York.....	26	188	214	.....	.....
Jefferson County Orphan Asylum, Watertown.....	63	57	120	1	9
Jewish Orphan Asylum of Western New York, Rochester.....	23	2	25	.....	.....
Ladies' Deborah Nursery and Child's Protectory, New York.....	.....	.....	.....	.....	.....
Leake and Watts' Orphan Asylum, Yonkers.....	.....	.....	.....	.....	.....
LeCoutenlx St. Mary's Deaf and Dumb Asylum, Buffalo.....	126	26	152	.....	.....
Madison County Orphan Asylum, Peterboro.....	34	14	48	2	4
Magdalen Benevolent Society, New York.....	60	181	241	.....	.....
Margaret Strachan Home for Fallen Women, New York.....	34	280	314	.....	.....
Mariners' Family Asylum, Stapleton, S. I.....	36	.....	36	.....	.....
Messiah Home for Little Children, New York.....	32	60	92	.....	.....
Methodist Episcopal Church Home of Brooklyn.....	48	8	56	.....	.....
Methodist Episcopal Church Home, New York.....	95	12	107	.....	.....
Midnight Mission, New York.....	50	163	213	49	.....
Mission of the Immaculate Virgin, New York.....	1,660	534	2,194	7	.....
Missionary Sisters of the Third Order of St. Francis, New York.....	1,090	344	1,434	.....	54
Mount Magdalen School of Industry and Reformatory of the Good Shepherd, Troy.....	114	63	177	1	.....
New York Catholic Protectory.....	2,354	850	3,204	.....	123
New York Christian Home for Intemperate Men.....	19	267	286	.....	.....
New York Infant Asylum.....	655	697	1,352	17	.....
New York Juvenile Asylum.....	1,054	651	1,705	.....	10
New York Mother's Home of the Sisters of Misericorde.....	45	328	373	4	.....
Northern New York Institution for Deaf-Mutes, Malone.....	77	15	92	.....	.....
Nursery and Child's Hospital, New York.....	727	851	1,578	6	.....
Nursery and Home, Yonkers.....	9	37	46	.....	.....
Old Ladies' Home, Poughkeepsie.....	23	4	27	.....	.....
Old Ladies' Home, Waterford.....	7	.....	7	.....	.....
Onondaga County Orphan Asylum, Syracuse.....	192	95	287	10	12
Ontario Orphan Asylum, Canandaigua.....	55	19	74	.....	4
Open-door Mission, Albany.....	13	3	16	.....	.....
Orange County Home for Aged Women, Middletown.....	10	5	15	.....	.....
Orphan Asylum Society, Brooklyn.....	297	98	395	.....	6
Orphan Asylum Society, New York.....	203	37	240	.....	6
Orphan Asylum Society of the Reformed Churches of Brooklyn and New York, Brooklyn.....	.....	.....	.....	.....	.....
Orphans' Home and Asylum of the Holy Trinity Church, Brooklyn, E. D.....	947	518	1,465	1	.....
Orphans' Home and Asylum of the Protestant Episcopal Church, New York.....	130	16	146	.....	.....
Orphans' Home of St. Peter's Church, Albany.....	20	.....	20	.....	.....
Orphan House of the Holy Saviour, Cooperstown.....	110	18	128	1	18
Orphanage of the Church of the Holy Trinity, New York.....	16	4	20	.....	.....
Orphanage of Our Lady of Mercy, Newburgh.....	281	104	385	.....	.....
Oswego Orphan Asylum.....	50	37	87	.....	.....
Peabody Home for Aged and Indigent Women, New York.....	25	.....	25	.....	.....
Poughkeepsie Orphan House and Home for the Friendless.....	45	11	56	.....	.....
Presbyterlan Home Association, Troy.....	.....	.....	.....	.....	.....
Presbyterlan Home, New York.....	47	10	57	.....	.....

(Continued).

DISCHARGED.							REMAINING OCTOBER 1, 1892.				
Returned to parents or guardians.	Left without permisston.	Transferred to other institu-tions.	Sent out of the State.	Otherwise dis-charged.	Died.	Total.	Men.	Women.	Boys under 16 years.	Girls under 16 years.	Total.
28	14	10		35	4	91		68			68
12	2			23	2	41			24	14	38
18		1		10		30			25	13	38
					9	9		52			52
								12			12
11		3	1			19		5	18	22	45
		1		12	3	16		15			15
					1	1		14			14
		1			6	7		60			60
		1			5	6	24	10			34
					1	1		12			12
130		10		128	8	276		400		85	485
125		2		92	12	231		498		286	784
18						18			3	8	16
14		1	2	5		24		8	22	20	50
		5	3	186		194	32				32
39		1		8		48		101		24	125
20	8	16		47		91		8		1	9
23	2	3	3	1	6	46			70	60	130
8				5	1	19			33	33	66
25	7	6		2		49			42	18	60
	67	4		350	8	429	162	4			166
	10	7		47	5	71		21		3	24
24		1		3		28			97	93	190
143	1			112	9	265		58		591	649
				175	12	193	72	74			146
16	25	6		118		186		28			28
30		1			5	46			51	23	74
4						4			8	13	21
22						22	10	9	60	51	130
5				3	1	15			23	10	33
9				164		180		61			61
51	64	140		20		275		38		1	39
		1			6	7		29			29
59		2				61			11	20	31
				1	6	7	8	41			49
				6	7	13	13	81			94
13	33	49		19		163		42		8	50
283	5		5		12	312			1,734	148	1,882
215	1	8		1	10	289			633	512	1,145
29		6	1	13	5	55		66		56	122
649	23	19			16	830			1,721	653	2,374
				253		253	33				33
115	5	6	8	501	156	808		191	208	150	544
480	2	12	113		3	620			861	224	1,085
	1	17		291	4	317		44	7	5	56
5	2				1	8	25	13	26	20	84
327	21	22	7	344	187	914	12	240	203	209	664
22		2			9	33			10	3	13
		1			5	6		21			21
								7			7
54	1	3		2	1	83	1	14	111	78	204
19	1			3	1	28			36	10	46
		1			2	6		10			10
		1			2	3		12			12
97					2	105			178	112	290
20		4				30			127	83	210
293	2			17	16	329			606	530	1,136
32	2	1			2	37			63	46	109
2						2		6		12	18
16		6				41	1	10	45	31	87
2						2				18	18
55				18	8	81	4	13	271	16	304
36		2		9	1	48			19	20	39
				1	4	5		20			20
11		1	2	1		15			24	17	41
					4	4		53			



TABLE No. 21 —

INSTITUTIONS.	Number in the in-stitution October 1, 1891.	Received during the year.	Total supported.		
				By adoption.	By indenture.
Protestant Episcopal Church Home, Rochester.....	53	21	74	.....	.....
Riverside Rest Association, New York .....	27	344	371	.....	.....
Rochester Home of Industry.....	93	98	191	.....	.....
Rochester Orphan Asylum.....	95	124	219	6	.....
Roman Catholic Orphan Asylum Society, Brooklyn.....	1,709	687	2,396	1	.....
Roman Catholic Orphan Asylum Society, New York.....	.....	.....	.....	.....	.....
St. Agatha's Home for Children, Nanuet.....	206	210	416	.....	.....
St. Barnabas' House, New York .....	.....	.....	.....	.....	.....
St. Benedict's Home for Destitute Colored Children, New York.....	.....	.....	.....	.....	.....
St. Christopher's Home, New York.....	77	43	120	2	.....
St. Chrysostom's Nursery, New York .....	.....	104	104	.....	.....
St. Colman's Industrial School and Orphan Asylum, West Troy ....	106	60	166	2	.....
St. Elizabeth's Industrial School, New York.....	33	26	59	.....	.....
St. Francis' Asylum, Buffalo.....	240	102	342	.....	.....
St. James' Home, New York .....	107	11	118	.....	3
St. John's Female Orphan Asylum, Utica.....	143	30	173	.....	3
St. John's Orphan Asylum, Greenbush.....	112	46	158	.....	.....
St. Joseph's Asylum and House of Providence, Syracuse .....	113	41	154	.....	.....
St. Joseph's German Roman Catholic Orphan Asylum, Rochester..	106	54	160	4	6
St. Joseph's Home for the Aged, New York.....	348	81	429	.....	.....
St. Joseph's Institution for the Improved Instruction of Deaf-Mutes, Fordham.....	290	55	345	.....	.....
St. Joseph's Male Orphan Asylum, West Seneca .....	105	66	171	5	.....
St. Joseph's Maternity and Foundling Asylum, Syracuse .....	.....	.....	.....	.....	.....
St. Joseph's Orphan Asylum, New York.....	620	207	827	.....	39
St. Luke's Home for Indigent Christian Females, New York.....	63	6	69	.....	.....
St. Malachy's Home, East New York.....	126	23	149	.....	.....
St. Margaret's Home, Red Hook.....	.....	.....	.....	.....	.....
St. Margaret's House, Albany.....	33	95	128	.....	.....
St. Mary's Boys' Orphan Asylum, Rochester.....	94	70	164	2	.....
St. Mary's Catholic Orphan Asylum, Binghamton .....	92	30	122	.....	.....
St. Mary's Maternity and Children's Home, Brooklyn .....	218	190	408	.....	.....
St. Mary's Orphan Asylum, Canandaigua .....	14	5	19	.....	.....
St. Mary's Orphan Asylum, Dunkirk.....	40	18	58	.....	.....
St. Mary's Orphan Asylum, Port Jervis.....	59	24	83	.....	3
St. Michael's Home for Destitute Children, Green Ridge, S. I.....	56	9	65	.....	.....
St. Patrick's Female Orphan Asylum, Rochester .....	89	27	116	2	.....
St. Peter's German Roman Catholic Association, Rondout .....	.....	.....	.....	.....	.....
St. Phebe's Mission, Brooklyn.....	.....	.....	.....	.....	.....
St. Philip's Parish Home for Aged, Infirm and Destitute Persons, New York.....	4	.....	4	.....	.....
St. Vincent de Paul's Orphan Asylum, New York.....	241	63	304	.....	.....
St. Vincent de Paul's Orphan Asylum, Syracuse.....	162	36	198	8	.....
St. Vincent's Female Orphan Asylum, Albany .....	197	57	254	.....	.....
St. Vincent's Female Orphan Asylum, Buffalo .....	129	47	176	1	.....
St. Vincent's Female Orphan Asylum, Troy .....	210	76	286	8	.....
St. Vincent's Home for Boys, Brooklyn.....	33	130	163	.....	.....
St. Vincent's Industrial School, Utica.....	180	60	240	.....	7
St. Vincent's Infant Orphan Asylum, Buffalo .....	83	187	270	16	.....
St. Vineent's Male Orphan Asylum, Albany .....	120	81	201	.....	20
Sailors' Snug Harbor, New Brighton, S. I.....	862	108	970	.....	.....
Samaritan Home for Aged Men and Women, New York .....	35	5	40	.....	.....
Saratoga Home for Children .....	6	21	27	.....	.....
Sheltering Arms, New York .....	151	81	232	.....	.....
Sheltering Arms Nursery Protestant Episcopal Church, Brooklyn..	66	89	155	.....	.....
Shelter for Babies, New York .....	23	.....	23	.....	.....
Shelter for Homeless Women, Syracuse .....	30	14	44	1	.....
Shepherd's Fold of the City of New York.....	73	50	123	.....	.....
Silver Cross Day Nursery, New York.....	.....	.....	.....	.....	.....
Sisters of the Third Order of St. Dominic, New York.....	611	210	821	.....	.....
Society for the Aid of Friendless Women and Children, Brooklyn..	78	1,048	1,126	.....	.....
Society for the Protection of Destitute Roman Catholic Children, West Seneca.....	166	198	364	38	.....
Society for the Relief of Destitute Children of Seamen, West New Brighton .....	101	26	127	.....	6
Society for the Relief of Half-Orphan and Destitute Children, New York .....	191	69	260	.....	.....
Society for the Relief of Respectable, Aged Indigent Females, Brooklyn .....	77	9	86	.....	.....
Society of St. Martha, New York .....	21	3	24	.....	.....
Southern Tier Orphan's Home, Elmira .....	28	30	58	3	.....
Sunnyside Day Nursery, New York.....	.....	.....	.....	.....	.....
Susquehanna Valley Home, Binghamton.....	127	77	204	.....	25
Syracuse Home Association.....	48	4	52	.....	.....
Temporary Home for Children of Queens County, Mineola.....	45	31	76	.....	4
The Anchorage, Elmira .....	7	12	19	1	.....
The Home, Ithaca.....	20	.....	20	.....	.....
The Lathrop Memorial, Albany .....	29	49	78	1	.....
Thomas Asylum for Orphan and Destitute Indian Children, Versailles .....	104	45	149	.....	.....

(Continued).

DISCHARGED.							REMAINING OCTOBER 1, 1892.				
Returned to parents or guardians.	Left without permission.	Transferred to other institutions.	Sent out of the State.	Otherwise discharged.	Died.	Total.	Men.	Women.	Boys under 16 years.	Girls under 16 years.	Total.
10		1			4	15		25	24	40	59
5	2	25		313		340		34			31
65	3	6		87	3	104		55		32	87
501	36	38	65	62	30	733			85	45	130
									1,084	579	1,663
70	1			17	17	105			108	203	311
1			1	4		8			42	70	112
69		7			1	77			12	15	27
42		4		4	2	54			53	59	112
8			1			9		6		44	50
				66	27	93	111	138			249
8					2	13				105	105
23		5			2	33			15	125	140
10	2				1	50			65	43	108
43	4	34		10	1	58	5	3	88		96
35	3				10	58			58	44	102
		5		36	20	61	40	328			368
42					4	46			141	158	299
39	3					47			124		124
120	4	3	1	11	11	189			360	278	638
		1			6	7		62			62
19					3	22			42	85	127
35		1			51	87			23	18	41
29		2		1	2	36			128		128
12					3	15			51	56	107
148		45			12	205			75	128	203
3		2		4		9				10	10
7			1	1	1	10			16	32	48
4				6	1	14			31	38	69
6					1	7			31	21	58
17		2	2		2	25				91	91
					3	3		1			1
56		3		6	2	67			90	147	237
11		1	3	25		48				150	150
40		6		10	4	60		12	8	174	194
36		1		7	1	46		26		104	130
57	2	2		20	2	91				195	195
8		6	5	113	1	133			30		30
23	1		2	2	1	36			204		204
81					69	166			56	48	104
52	3					75			126		126
				17	77	94	876				876
				1	5	6	16	18			34
15		4				19			7	1	8
76						76			73	83	156
77		2			12	91			33	31	64
					1	1			6	16	22
3		3		7		14		12		18	30
52		4				56			47	20	67
113	1	4			2	150			268	403	671
270				767	3	1,040		24	13	49	86
119	16		18			191			173		173
17				1	1	25			59	43	102
40	2				2	44			133	83	216
					10	10		76			76
2						2		10	1	11	22
3		3	12	10		31			14	13	27
26	1	2		13	2	69			116	25	135
					5	5		47			47
9		1				11			37	25	62
2	3	1		2		9		5		5	10
1					1	2		18			18
11		11				23			30	25	55
32				15	1	48			45	56	101



TABLE No. 21—

INSTITUTIONS.	Number in the in-stitution October 1, 1891.	Received during the year.	Total supported.		
				By adoption.	By indenture.
Training School and Home for Young Girls, Brooklyn.....	18	54	72	.....	.....
Troy Catholic Male Orphan Asylum .....	297	147	444	.....	18
Troy Orphan Asylum.....	89	32	121	.....	3
Truant Home, Brooklyn.....	70	295	365	.....	.....
Utica Orphan Asylum.....	143	75	218	3	16
Vassar Brothers' Home for Aged Men, Poughkeepsie .....	8	.....	8	.....	.....
Wartburg Home for Aged and Infirm, East New York.....	67	17	84	.....	.....
Wartburg's Orphan Farm School, Mt. Vernon .....	98	28	126	.....	11
Wayside Day Nursery, New York.....	.....	.....	.....	.....	.....
Wayside Home, Brooklyn.....	42	258	300	.....	117
Western New York Home, Randolph .....	102	67	169	15	.....
Western New York Institution for Deaf-Mutes, Rochester .....	147	26	173	.....	.....
Westchester Temporary Home for Destitute Children, White Plains .....	110	136	246	.....	.....
Wilson Industrial School for Girls, New York .....	.....	.....	.....	.....	.....
Wyoming Benevolent Institute, Genesee Falls.....	.....	.....	.....	.....	.....
Total .....	35,319	22,157	57,476	345	1,086

(Concluded).

DISCHARGED.							REMAINING OCTOBER 1, 1892.				
Returned to parents or guardians.	Left without permission.	Transferred to other institutions.	Sent out of the State.	Otherwise discharged.	Died.	Total.	Men.	Women.	Boys under 16 years.	Girls under 16 years.	Total.
11	3	4		37		55				17	17
102	11				9	140			304		304
21	2	3			3	32			46	43	89
303						303			62		62
54					1	74			144		144
				4	10	14	8				8
						11	20	50			70
									59	56	115
6				130	1	254		46			46
35					4	54			72	43	115
20						20	25	18	62	48	153
46		2		80		128			82	36	118
8,966	490	826	314	6,590	2,216	20,833	2,403	5,633	16,027	12,580	36,613



TABLE No. 22.  
Showing the value of the property of hospitals, and their indebtedness, September 30, 1892.

INSTITUTIONS.	Real estate.	Personal property.	Total.	INDEBTEDNESS.		
				Real.	Personal.	Total.
Albany City Homœopathic Hospital .....	\$19,000 00	.....	\$19,000 00	\$8,000 00	\$200 00	\$8,200 00
Albany Hospital .....	100,000 00	\$48,550 00	148,550 00	.....	.....	.....
Albany Hospital for Incurables .....	3,000 00	.....	3,000 00	.....	.....	.....
All Saints' Convalescent Home for Men and Boys, Oak Summit * .....	.....	.....	.....	.....	.....	.....
Amsterdam City Hospital* .....	.....	.....	.....	.....	.....	.....
Arnot-Ogden Memorial Hospital, Elmira .....	98,000 00	66,666 67	164,666 67	.....	.....	.....
Asylum for Lying-in Women, New York .....	25,000 00	44,000 00	69,000 00	.....	.....	.....
Auburn City Hospital .....	25,377 30	27,249 23	52,626 53	.....	.....	.....
Babies' Hospital of the City of New York .....	57,200 00	4,440 00	61,640 00	30,000 00	875 00	30,875 00
Beth-Israel Hospital and Dispensary, New York .....	3,137 00	.....	3,137 00	.....	2,813 40	2,813 40
Binghamton City Hospital .....	.....	.....	.....	.....	.....	.....
Brooklyn Eye and Ear Hospital .....	80,000 00	41,000 00	121,000 00	.....	.....	.....
Brooklyn Home for Consumptives .....	90,000 00	77,000 00	167,000 00	.....	.....	.....
Brooklyn Homœopathic Hospital .....	129,173 94	39,664 00	168,837 94	35,000 00	15,000 00	50,000 00
Brooklyn Hospital .....	132,396 98	157,775 00	290,171 98	.....	11,000 00	11,000 00
Brooklyn Maternity and Child's Hospital .....	39,000 00	1,138 70	40,138 70	12,500 00	2,000 00	14,500 00
Brooklyn Throat Hospital* .....	.....	.....	.....	.....	.....	.....
Buffalo General Hospital .....	151,723 60	192,897 00	344,620 60	35,000 00	10,912 52	45,912 52
Buffalo Hospital of Sisters of Charity .....	108,000 00	.....	108,000 00	17,000 00	1,000 00	18,000 00
Child's Hospital, Albany .....	55,500 00	5,500 00	61,000 00	.....	.....	.....
Columbian Institute for the Preservation of Health and Cure of Chronic Diseases, N.Y.* .....	.....	.....	.....	.....	.....	.....
Eastern District Hospital and Dispensary, Brooklyn* .....	.....	.....	.....	.....	.....	.....
Faxton Hospital, Utica .....	75,000 00	26,099 55	101,099 55	.....	3,500 00	3,500 00
Fitch Accident Hospital, Buffalo * .....	.....	.....	.....	.....	.....	.....
Flushing Hospital, Flushing, L. I. .....	15,000 00	5,000 00	20,000 00	.....	.....	.....
German Hospital and Dispensary, New York .....	368,015 42	182,000 00	550,015 42	.....	.....	.....
Hahnemann Homœopathic Hospital, Rochester .....	20,000 00	.....	20,000 00	13,000 00	.....	13,000 00
Hahnemann Hospital, New York .....	+92,000 00	98,000 00	185,000 00	.....	.....	.....
Helping Hand Hospital, Peekskill .....	7,000 00	.....	7,000 00	2,200 00	.....	2,200 00
Highland Hospital, Matteawan .....	8,500 00	3,000 00	6,500 00	.....	252 76	2,200 00
Home for Incurables, Fordham .....	269,302 45	321,700 00	594,002 45	.....	.....	252 76
Homœopathic Hospital, Buffalo .....	62,000 00	5,000 00	67,000 00	40,000 00	.....	40,000 00
Hospital Association of the city of Schenectady .....	.....	.....	.....	.....	.....	.....
Hospital of the French Benevolent Society, New York .....	84,000 00	.....	84,000 00	45,000 00	1,100 00	46,100 00
Hospital of the House of the Good Shepherd, Syracuse .....	40,000 00	5,538 70	45,538 70	.....	.....	.....
Hospital for the Relief of the Ruptured and Crippled, New York .....	210,000 00	563,086 52	773,086 52	.....	.....	.....
House of the Good Samaritan, Watertown .....	4,000 00	500 00	4,500 00	2,500 00	.....	2,500 00
House of the Holy Comforter, New York .....	47,500 00	1,100 00	48,600 00	24,000 00	.....	24,000 00
House of St. Giles the Cripple, Brooklyn .....	800 00	744 84	1,544 84	.....	.....	.....
Ithaca City Hospital .....	10,000 00	.....	10,000 00	.....	.....	.....
Kingston City Hospital .....	.....	.....	.....	.....	.....	.....
Laura Franklin Free Hospital for Children, New York .....	150,000 00	1,213 52	151,213 52	.....	.....	.....
Long Island College Hospital, Brooklyn .....	190,000 00	30,000 00	220,000 00	30,000 00	.....	30,000 00
Lutheran Hospital Association of the city of New York and Vicinity, East New York .....	45,000 00	.....	45,000 00	5,800 00	.....	5,800 00
Manhattan Dispensary and Hospital, New York .....	100,000 00	8,500 00	108,500 00	.....	.....	.....
Manhattan Eye and Ear Hospital, New York .....	227,000 00	46,350 00	273,350 00	.....	.....	.....
Marshall Infirmary, Troy .....	151,500 00	5,000 00	156,500 00	.....	4,883 94	4,883 94
Memorial Hospital for Women and Children, Brooklyn .....	30,000 00	1,500 00	31,500 00	13,000 00	.....	13,000 00
Methodist Episcopal Hospital, Brooklyn .....	750,000 00	177,957 62	927,957 62	.....	982 00	13,982 00
Metropolitan Throat Hospital, New York .....	16,000 00	10,615 42	26,615 42	.....	.....	.....



Montefiore Home for Chronic Invalids, New York .....	264,865 51	50 00	264,915 51	.....	3,346 53	3,346 53
Mount Sinai Hospital, New York .....	370,000 00	179,500 00	549,500 00	.....	8,117 52	8,117 52
Mount Vernon Hospital.....	11,500 00	1,500 00	13,000 00	.....	.....	3,300 00
New Amsterdam Eye and Ear Hospital, New York.....	3,000 00	.....	3,000 00	.....	.....	.....
New York Cancer Hospital.....	669,598 00	114,000 00	783,598 00	.....	500 00	500 00
New York Eye and Ear Infirmary* .....	.....	.....	.....	.....	.....	.....
New York Hospital* .....	.....	.....	.....	.....	.....	.....
New York Homeopathic Medical College and Hospital* .....	.....	.....	.....	.....	.....	.....
New York Infirmary for Women and Children .....	160,000 00	6,000 00	166,000 00	.....	.....	.....
New York Medical College and Hospital for Women .....	5,800 00	3,112 93	8,912 93	.....	20,000 00	20,000 00
New York Ophthalmic and Aural Institute .....	.....	38,472 74	38,472 74	.....	.....	.....
New York Ophthalmic Hospital .....	115,000 00	.....	115,000 00	.....	.....	.....
New York Post-Graduate Medical School and Hospital .....	230,000 00	5,292 66	235,292 66	.....	20,000 00	20,000 00
New York Skin and Cancer Hospital .....	175,000 00	10,000 00	185,000 00	.....	167,275 00	171,210 65
Oswego Hospital .....	.....	.....	.....	.....	46,000 00	61,000 00
Presbyterian Hospital, New York .....	15,000 00	4,613 54	19,613 54	.....	.....	.....
Rochester City Hospital .....	1,798,567 99	513,175 00	2,311,742 99	.....	.....	.....
Rochester Homeopathic Hospital.....	175,000 00	75,717 00	250,717 00	.....	80,758 88	90,758 88
Rome Hospital .....	53,318 88	17,373 76	70,692 64	.....	48,100 00	48,100 00
Roosevelt Hospital, New York .....	16,000 00	.....	16,000 00	.....	4,000 00	4,000 00
St. Andrew's Convalescent Hospital, New York .....	1,800 000 00	550,000 00	2,350,000 00	.....	.....	.....
St. Catherine's Hospital, Brooklyn .....	15,000 00	3,000 00	18,000 00	.....	.....	.....
St. Elizabeth's Hospital, New York* .....	308,416 53	21,012 75	329,429 28	.....	14,000 00	14,000 00
St. Elizabeth's Hospital and Home, Utica .....	.....	.....	.....	.....	1,000 00	1,000 00
St. Francis' Hospital, New York .....	47,939 28	5,000 00	52,939 28	.....	.....	.....
St. James' Mercy Hospital, Hornellsville .....	215,000 00	.....	215,000 00	.....	1,020 00	8,970 00
St. John's Hospital, Brooklyn.....	8,000 00	.....	8,000 00	.....	11,189 00	11,189 00
St. John's Riverside Hospital, Yonkers .....	.....	.....	.....	.....	323 25	323 25
St. Joseph's Hospital, New York .....	22,500 00	17,529 32	40,029 32	.....	.....	.....
St. Joseph's Hospital, Syracuse .....	200,000 00	27,000 00	227,000 00	.....	1,139 84	1,139 84
St. Joseph's Hospital, Yonkers .....	68,500 00	6,000 00	74,500 00	.....	43,868 32	43,868 32
St. Luke's Home and Hospital, Utica* .....	200,000 00	.....	200,000 00	.....	1,500 00	1,500 00
St. Luke's Hospital, New York .....	.....	.....	.....	.....	1,966 10	53,466 10
St. Mark's Hospital, New York .....	1,740,000 00	1,041,337 10	2,781,337 10	.....	.....	.....
St. Mary's Female Hospital, Brooklyn .....	2,747 63	.....	2,747 63	.....	500,000 00	510,500 00
St. Mary's Free Hospital for Children, New York .....	100,000 00	.....	100,000 00	.....	2,101 24	3,801 24
St. Mary's General Hospital, Brooklyn .....	150,000 00	187,007 16	337,007 16	.....	1,203 56	46,203 56
St. Mary's Hospital, Rochester .....	250,000 00	.....	250,000 00	.....	.....	24,000 00
St. Mary's Living-In Hospital, Buffalo § .....	225,000 00	.....	225,000 00	.....	5,850 22	65,850 22
St. Peter's Hospital, Albany .....	.....	.....	.....	.....	12,000 00	12,000 00
St. Peter's Hospital, Brooklyn .....	50,000 00	.....	50,000 00	.....	.....	.....
St. Peter's Hospital, New York .....	475,200 00	.....	475,200 00	.....	.....	30,000 00
Stoane Maternity Hospital, New York .....	401,140 18	9,536 00	401,676 18	.....	44,000 00	175,000 00
S. R. Smith Infirmary, New Brighton, S. I. ....	.....	65,000 00	165,000 00	.....	19,956 67	179,956 67
Syracuse Hospital for Women and Children .....	100,000 00	.....	100,000 00	.....	.....	.....
Thanksgiving Hospital, Cooperstown .....	17,000 00	.....	17,000 00	.....	149 81	6,849 81
Trinity Hospital, New York .....	1,000 00	24,400 00	25,400 00	.....	.....	.....
Troy Hospital .....	.....	.....	.....	.....	.....	.....
Utica City Hospital .....	130,000 00	.....	130,000 00	.....	6,513 18	6,513 18
Vassar Brothers' Hospital, Poughkeepsie .....	.....	.....	.....	.....	.....	.....
Woman's Christian Association Hospital, Jamestown† .....	120,000 00	1,089,083 75	1,209,083 75	.....	.....	.....
Woman's Hospital in the State of New York, New York.....	.....	498,548 67	856,205 17	.....	.....	.....
Total.....	\$15,151,877 19	\$6,705 049 15	\$21,856,926 34	\$1,180,993 32	\$831,972 56	\$2,012,965 98

\*No report furnished or furnished after tables were closed. † Does not include value of land which is a leasehold. ‡ Finances with Church Charity Foundation of Long Island. § Finances with St. Vincent's Infant Orphan Asylum ¶ City owns property. † Report returned for correction and not sent back.



TABLE

Showing the receipts of hospitals for

INSTITUTIONS.	Cash on hand October 1, 1891.	From appropriations by boards of supervisors.	From appropriations by cities.
Albany City Homœopathic Hospital .....	\$556 76	.....	\$3,664 56
Albany Hospital.....	1,521 59	\$656 91	6,020 58
Albany Hospital for Incurables.....	704 36	.....	3,000 00
All Saints' Convalescent Home for Men and Boys, Oak Summit .....	.....	.....	.....
Amsterdam City Hospital .....	.....	.....	.....
Arnot-Ogden Memorial Hospital, Elmira .....	4,046 97	670 00	2,235 00
Asylum for Lying-in-Women, New York.....	315 49	.....	150 00
Auburn City Hospital.....	51 98	210 28	666 19
Babies' Hospital of the City of New York .....	420 42	.....	2,942 34
Beth-Israel Hospital and Dispensary, New York .....	29 86	.....	100 00
Binghamton City Hospital.....	1,520 89	.....	3,000 00
Brooklyn Eye and Ear Hospital.....	2,119 23	.....	2,151 02
Brooklyn Home for Consumptives.....	40	.....	5,245 11
Brooklyn Homœopathic Hospital .....	1,000 39	.....	9,058 53
Brooklyn Hospital .....	315 12	1,788 92	5,500 00
Brooklyn Maternity and Childs' Hospital.....	1,877 80	.....	4,642 87
Brooklyn Throat Hospital.....	.....	.....	.....
Buffalo General Hospital.....	8,962 12	.....	.....
Buffalo Hospital of Sisters of Charity .....	14,413 05	.....	.....
Child's Hospital, Albany.....	1,433 37	1,002 42	4,005 27
Columbian Institute for the Preservation of Health and Cure of Chronic Diseases, New York.....	.....	.....	.....
Eastern District Hospital and Dispensary, Brooklyn .....	.....	.....	.....
Faxton Hospital, Utica.....	209 39	.....	.....
Fitch Accident Hospital, Buffalo .....	.....	.....	.....
Flushing Hospital, Flushing, L. I. ....	238 15	1,000 00	.....
German Hospital and Dispensary, New York.....	17,040 07	.....	.....
Hahnemann Homœopathic Hospital, Rochester .....	153 44	25 71	203 25
Hahnemann Hospital, New York.....	16,397 93	.....	.....
Helping Hand Hospital, Peekskill .....	7 00	.....	.....
Highland Hospital, Matteawan .....	2,068 85	.....	.....
Home for Incurables, Fordham .....	20,119 86	.....	.....
Homœopathic Hospital, Buffalo.....	3 86	526 01	3,755 90
Hospital Association of the City of Schenectady.....	.....	.....	.....
Hospital of the French Benevolent Society, New York ...	2,476 89	.....	.....
Hospital of the House of the Good Shepherd, Syracuse ...	803 75	1,703 40	1,194 20
Hospital for the Relief of the Ruptured and Crippled, New York .....	11,491 78	.....	26,516 03
House of the Good Samaritan, Watertown .....	224 53	.....	1,142 95
House of the Holy Comforter, New York .....	.....	.....	.....
House of St. Giles the Cripple, Brooklyn.....	.....	.....	.....
Ithaca City Hospital .....	3,252 14	.....	.....
Kingston City Hospital .....	.....	.....	.....
Laura Franklin Free Hospital for Children, New York....	1,344 23	.....	.....
Long Island College Hospital, Brooklyn.....	207 30	.....	7,998 17
Lutheran Hospital Association of the City of New York and Vicinity, East New York .....	2,316 49	1,081 20	1,500 00
Manhattan Dispensary and Hospital, New York.....	420 66	.....	900 00
Manhattan Eye and Ear Hospital, New York .....	2,724 27	.....	500 00
Marshall Infirmary, Troy .....	116 61	23,303 36	2,739 99
Memorial Hospital for Women and Children, Brooklyn...	24 71	100 64	1,544 74
Methodist Episcopal Hospital, Brooklyn.....	23,531 40	.....	4,719 93
Metropolitan Throat Hospital, New York.....	495 28	.....	.....
Montefiore Home for Chronic Invalids, New York .....	8,525 49	.....	1,000 00
Mount Sinai Hospital, New York.....	18,354 98	.....	.....
Mount Vernon Hospital.....	237 22	.....	.....
New Amsterdam Eye and Ear Hospital, New York .....	152 08	.....	150 00
New York Cancer Hospital. ....	10,157 08	.....	.....
New York Eye and Ear Infirmary .....	.....	.....	.....
New York Hospital.....	.....	.....	.....
New York Homœopathic Medical College and Hospital...	.....	.....	.....
New York Infirmary for Women and Children.....	5,232 85	3,900 00	.....
New York Medical College and Hospital for Women .....	1,438 02	.....	500 00
New York Ophthalmic and Aural Institute.....	172 74	.....	250 67
New York Ophthalmic Hospital .....	.....	.....	200 00
New York Post-Graduate Medical School and Hospital....	2,527 34	.....	.....
New York Skin and Cancer Hospital.....	.....	.....	200 00
Ossining Hospital Association, Sing Sing .....	.....	.....	.....
Oswego Hospital .....	1,081 24	.....	.....
Presbyterian Hospital, New York .....	13,270 08	.....	.....
Rochester City Hospital .....	205 24	672 75	4,192 16
Rochester Homœopathic Hospital.....	16,093 89	.....	184 19
Rome Hospital .....	643 15	.....	500 00
Roosevelt Hospital, New York.....	.....	.....	.....
St. Andrew's Convalescent Hospital, New York .....	66 97	.....	100 00
St. Catherine's Hospital, Brooklyn .....	70 55	.....	9,789 24
St. Elizabeth's Hospital, New York.....	.....	.....	.....
St. Elizabeth's Hospital and Home, Utica.....	43 20	.....	.....
St. Francis' Hospital, New York .....	.....	.....	750 00

No. 23.

the year ending September 30, 1892.

By legacies, donations and voluntary contributions.	From indi- viduals for the support of patients.	From interest and dividends on investments.	From loans, bonds, stocks and other investments.	From money borrowed.	From all other sources.	Total receipts.
\$1,042 00	\$1,437 12	.....	.....	.....	\$105 00	\$6,805 44
9,008 50	15,830 91	\$1,868 63	\$828 02	.....	363 00	36,098 14
2,701 41	675 00	.....	.....	.....	.....	7,080 77
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
1,185 43	2,531 95	2,386 17	.....	.....	146 94	13,202 46
2,782 70	.....	2,565 00	.....	\$1,000 00	.....	6,813 19
9,927 70	2,097 20	2,568 04	3,422 41	.....	.....	18,943 80
10,158 26	160 50	60 00	.....	500 00	1,667 00	15,908 52
1,089 66	3,672 79	.....	.....	475 00	2,967 06	8,334 37
1,129 46	145 71	.....	.....	.....	.....	5,796 06
18,478 71	557 00	1,473 89	4,594 67	.....	701 94	30,076 46
8,768 92	.....	4,406 10	500 00	.....	8,921 21	27,841 74
30,206 45	.....	645 11	.....	20,000 00	.....	60,910 48
2,618 25	5,075 25	7,217 80	.....	13,000 00	7,471 19	42,936 53
1,070 01	1,905 50	39 54	.....	810 89	.....	10,346 61
.....	.....	.....	.....	.....	.....	.....
50,557 70	42,321 36	7,125 85	26,132 83	.....	15,465 73	150,565 59
3,191 00	.....	.....	.....	.....	40,011 51	57,615 56
3,401 65	.....	.....	.....	.....	25 23	9,867 94
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
6,849 14	1,357 55	1,461 66	.....	3,500 00	1,619 22	14,996 96
.....	.....	.....	.....	.....	.....	.....
4,514 25	1,373 66	125 00	.....	.....	710 75	7,961 81
43,148 71	23,580 92	8,909 45	.....	.....	8,327 18	101,006 33
2,200 00	2,500 00	.....	.....	.....	1,640 88	6,723 25
3,460 00	8,114 37	4,064 91	43,243 60	.....	*33,920 02	109,200 83
1,405 60	296 86	.....	.....	.....	407 16	2,116 62
1,521 20	.....	140 00	.....	.....	.....	3,730 05
63,098 10	34,851 93	11,661 09	27,000 00	.....	5,000 00	161,730 98
976 66	4,800 24	.....	.....	.....	.....	10,062 67
.....	.....	.....	.....	.....	.....	.....
7,269 57	6,753 11	.....	.....	.....	200 00	16,699 57
1,540 00	1,916 20	.....	.....	.....	1,520 00	8,677 55
.....	.....	.....	.....	.....	.....	.....
27,895 27	9,944 50	23,283 19	11,000 00	.....	8,982 95	119,113 72
.....	291 02	.....	15 00	.....	.....	1,673 50
8,018 16	.....	65 00	.....	.....	860 93	8,944 09
1,934 15	.....	.....	.....	.....	.....	1,934 15
585 00	500 00	101 67	.....	.....	1,439 75	5,878 56
.....	.....	.....	.....	.....	.....	.....
7,815 49	.....	.....	.....	.....	.....	9,159 72
6,020 00	4,704 43	283 55	5,000 00	.....	45,799 39	70,012 84
.....	.....	.....	.....	.....	.....	.....
2,280 67	2,359 63	.....	.....	.....	2,666 61	12,204 60
14,833 92	855 08	485 29	.....	.....	.....	17,494 95
41,070 40	7,223 14	3,456 87	.....	.....	4,876 86	59,851 54
190 00	8,419 69	250 00	.....	.....	700 00	35,719 65
995 39	897 29	8 42	.....	.....	3,003 07	6,574 26
68,622 63	8,399 29	7,132 07	14,500 00	.....	3,569 65	130,474 97
10,850 00	.....	4 22	.....	.....	.....	11,349 50
74,552 14	1,555 00	823 95	10,000 00	.....	.....	96,456 58
97,083 93	21,524 52	9,761 26	.....	.....	10,286 61	157,011 30
1,319 00	241 29	105 00	6,414 39	.....	500 00	8,816 90
1,497 34	.....	.....	.....	.....	1,297 85	3,097 27
38,815 85	11,483 37	5,558 21	.....	500 00	742 35	67,261 86
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
13,020 88	4,502 69	1,924 17	.....	.....	16,074 60	44,655 19
7,814 37	.....	.....	.....	.....	1,320 07	11,072 46
300 00	1,740 00	1,895 10	.....	.....	15,407 25	19,765 76
6,499 45	.....	.....	.....	.....	12,045 06	18,744 51
40,454 70	18,618 95	.....	.....	102,275 00	42,753 59	206,629 58
12,379 75	5,942 10	815 07	5,000 00	15,000 00	4,393 64	43,730 56
.....	.....	.....	.....	.....	.....	.....
6,624 44	2,133 96	.....	.....	.....	171 58	10,011 22
54,818 78	14,973 73	32,063 33	163,446 88	80,758 88	.....	359,331 68
33,305 61	13,712 47	3,501 24	.....	20,500 00	543 27	76,632 74
8,061 03	10,348 24	863 21	.....	.....	1,242 60	36,793 16
83 05	547 25	41 27	.....	.....	3,209 10	5,023 82
5,791 18	15,116 91	34,132 35	.....	.....	69,784 32	124,824 76
822 41	64 00	180 00	.....	.....	1,015 00	2,248 38
30,004 18	5,940 50	581 61	22,357 41	.....	1,630 26	70,343 75
.....	.....	.....	.....	.....	.....	.....
2,963 26	3,761 13	.....	.....	.....	1,569 99	8,837 58
32,209 39	1,258 00	.....	.....	.....	3,200 00	37,417 39



TABLE No. 23 —

INSTITUTIONS.	Cash on hand October 1, 1891.	From appro- priations by board of supervisors.	From appro- priations by cities.
St. James' Mercy Hospital, Hornellsville .....	\$77 91	.....	\$1,000 00
St. John's Hospital, Brooklyn .....	.....	.....	.....
St. John's Riverside Hospital, Yonkers .....	669 36	.....	.....
St. Joseph's Hospital, New York .....	21 03	\$250 00	.....
St. Joseph's Hospital, Syracuse .....	57 34	2,002 82	1,723 95
St. Joseph's Hospital, Yonkers .....	378 92	.....	.....
St. Luke's Home and Hospital, Utica .....	.....	.....	.....
St. Luke's Hospital, New York .....	3,038 48	.....	.....
St. Mark's Hospital, New York .....	207 55	.....	200 00
St. Mary's Female Hospital, Brooklyn .....	6,655 52	.....	8,624 58
St. Mary's Free Hospital for Children, New York .....	233 87	.....	.....
St. Mary's General Hospital, Brooklyn .....	.....	5,500 00	6,365 73
St. Mary's Hospital, Rochester .....	.....	931 71	8,348 44
St. Mary's Lying-in Hospital, Buffalo .....	.....	.....	.....
St. Peter's Hospital, Albany .....	.....	.....	6,105 71
St. Peter's Hospital, Brooklyn .....	.....	.....	11,088 46
St. Vincent's Hospital, New York .....	14,162 73	.....	.....
Sloane Maternity Hospital, New York .....	471 78	.....	.....
S. R. Smith Infirmary, New Brighton, S. I. ....	1,270 07	.....	.....
Syracuse Hospital for Women and Children .....	168 69	944 78	480 54
Thanksgiving Hospital, Cooperstown .....	12,391 71	.....	.....
Trinity Hospital, New York .....	.....	.....	.....
Troy Hospital .....	483 67	3,323 10	6,394 54
Utica City Hospital .....	.....	.....	.....
Vassar Brothers' Hospital, Poughkeepsie .....	14,094 04	.....	.....
Woman's Christian Association Hospital, Jamestown .....	.....	.....	.....
Woman's Hospital in the State of New York, New York ..	9,440 79	.....	.....
Total .....	\$287,053 94	\$49,594 01	\$173,244 84

\* Of this sum \$33,805.09 is from the Western

(Concluded).

By legacies, donations and voluntary contributions.	From indi- viduals for the support of patients.	From interest and dividends on investments.	From loans, bonds, stocks and other investments.	From money borrowed.	From all other sources.	Total receipts.
\$32 67	\$248 95	.....	.....	.....	\$987 71	\$2,347 24
.....	.....	.....	.....	.....	.....	.....
2,178 09	524 50	\$1,231 81	.....	.....	7,197 22	11,800 98
47,066 56	1,424 00	.....	.....	\$3,210 00	1,021 29	52,992 88
2,485 48	2,504 31	.....	.....	500 00	.....	9,273 90
6,447 71	5,214 04	.....	.....	2,327 50	2,353 50	16,721 67
.....	.....	.....	.....	.....	.....	.....
117,844 32	24,422 77	46,318 28	\$117,000 00	500,000 00	100,141 51	908,765 36
4,239 71	6,646 35	.....	.....	.....	1,204 73	12,498 34
807 25	1,712 00	.....	.....	.....	16,537 75	34,337 10
64,827 41	.....	6,210 94	.....	.....	.....	71,272 22
4,225 55	17,380 73	.....	.....	200 00	15,866 30	49,538 31
2,683 23	12,743 64	.....	.....	8,000 00	2,617 00	35,324 02
.....	.....	.....	.....	.....	.....	.....
2,915 14	3,343 00	.....	.....	.....	.....	12,363 85
22,680 00	980 00	.....	.....	.....	1,490 00	36,238 46
13,249 00	7,179 30	842 16	21,000 00	2,956 67	46,183 43	105,573 29
.....	.....	12,500 00	.....	.....	8,592 54	21,564 32
12,909 86	.....	3,585 88	.....	.....	19,060 26	36,826 07
1,692 87	3,679 11	.....	.....	.....	.....	6,965 99
.....	.....	311 37	1,239 00	.....	.....	13,942 08
.....	.....	.....	.....	.....	9,801 34	9,801 34
207 00	4,971 78	.....	.....	.....	356 84	15,736 93
.....	.....	.....	.....	.....	7,080 79	7,080 79
486 50	852 75	52,232 84	69,420 63	.....	488 58	137,575 34
.....	.....	.....	.....	.....	.....	.....
47,240 95	25,728 10	21,249 41	34,200 00	.....	2,652 60	140,511 85
.....	.....	.....	.....	.....	.....	.....
\$1,307,052 16	\$458,543 64	\$328,516 98	\$586,314 84	\$775,513 94	\$633,910 76	\$4,599,745 11

Dispensary, chapter 490, Laws of 1892.



TABLE No. 24.  
Showing the expenditures of hospitals for the year ending September 30, 1892.

INSTITUTIONS.	For indebtedness, principal and interest on real estate.	For other indebtedness existing October 1, 1891.	For salaries and wages and labor.	For provisions and supplies.	For clothing.	For fuel and lights.	For medical supplies.
Albany City Homœopathic Hospital.....	\$404 02		\$1,674 85	\$2,365 32		\$470 98	\$200 52
Albany Hospital.....			8,100 93	12,203 98		1,966 90	4,786 90
Albany Hospital for Incurables.....			390 00	3,950 00	\$150 00	240 00	420 00
All Saints' Convalescent Home for Men and Boys, Oak Summit.....							
Amsterdam City Hospital.....							
Arnot-Ogden Memorial Hospital, Elmira.....			3,678 00	2,988 14	41 37	1,188 79	1,007 24
Asylum for Lying-in Women, New York.....	\$1,000 00		1,200 00	2,032 39	140 66	310 85	194 12
Auburn City Hospital.....			2,177 64	2,684 60		932 71	1,089 59
Babies' Hospital of the City of New York.....	15 58		8,507 56	3,084 25		795 59	429 15
Beth-Israel Hospital and Dispensary, New York.....	478 67		2,536 32	1,698 61		2,176 36	935 74
Binghamton City Hospital.....			1,064 35	668 16		112 19	86 57
Brooklyn Eye and Ear Hospital.....			2,212 36	2,175 43		742 85	1,001 55
Brooklyn Home for Consumptives.....	266 00		4,027 25	9,004 85		1,857 94	876 10
Brooklyn Homœopathic Hospital.....	1,400 00	10,000 00	5,869 00	22,146 46		3,376 00	2,062 00
Brooklyn Hospital.....			7,391 36	11,815 05		930 95	2,939 97
Brooklyn Maternity and Child's Hospital.....	562 50		2,241 66	3,970 44		776 20	452 69
Brooklyn Throat Hospital.....							
Buffalo General Hospital.....	1,575 00	13,627 08	15,195 42	21,838 80	333 09	4,250 20	5,969 25
Buffalo Hospital of Sisters of Charity.....	2,725 00		5,645 10	8,208 17	926 88	2,255 13	2,555 60
Child's Hospital, Albany.....			2,820 39	2,883 49	498 26	1,319 54	454 29
Columbian Institute for the Preservation of Health and Cure of Chronic Diseases, New York.....							
Eastern District Hospital and Dispensary, Brooklyn.....							
Faxton Hospital, Utica.....			884 50	726 15		418 28	285 01
Fitch Accident Hospital, Buffalo.....							
Flushing Hospital, Flushing, L. I.....	30 00		1,908 00	3,413 95	7 43	459 57	706 32
German Hospital and Dispensary, New York.....			19,028 30	27,915 41		5,691 04	12,671 65
Hahnemann Homœopathic Hospital, Rochester.....	780 00		2,600 00	2,350 00		350 00	138 25
Hahnemann Hospital, New York.....			5,721 52	7,750 75		2,642 08	1,133 82
Helping Hand Hospital, Peekskill.....	635 00		377 22	284 21	1 20	190 13	109 14
HIGHLAND Hospital, Matteawan.....			877 02	598 09		39 56	107 76
Home for Incurables, Rordham.....			17,065 42	25,157 50		7,043 20	1,955 87
Homœopathic Hospital, Buffalo.....	1,555 75		3,077 14	2,740 82	268 41	557 28	561 58
Hospital Association of the City of Schenectady.....							
Hospital of the French Benevolent Society, New York.....	2,420 00		2,405 92	3,291 81	43 93	918 77	1,227 83
Hospital for the House of the Good Shepherd, Syracuse.....			2,876 81	3,950 00		520 00	370 36
Hospital for the Relief of the Ruptured and Crippled, New York.....			22,049 06	16,545 95		3,023 57	9,199 75
House of the Good Samaritan, Watertown.....	125 00		494 80	338 03		115 65	18 22
House of St. Giles the Comforter, New York.....	1,141 67	49 08	1,036 00	2,279 73		516 88	250 19
Ithaca City Hospital.....			200 00	91 23		61 20	115 27
Kingston City Hospital.....			1,026 30	411 32		123 18	109 04
Laura Franklin Free Hospital for Children, New York.....							
Long Island College Hospital, Brooklyn.....			2,087 20	3,718 02		987 83	569 44
Lutheran Hospital Asso. of the City of New York and Vicinity, East New York.....	1,200 00		10,772 82	14,416 25	600 00	8,702 74	2,558 54
Manhattan Dispensary and Hospital, New York.....	290 00		1,795 00	1,795 38	33 45	392 51	150 82
Manhattan Eye and Ear Hospital, New York.....			5,021 60	4,398 97		1,145 11	932 84
			6,991 22	8,976 14	17 00	2,947 68	2,209 71
	4,767 44						

Marshall Infirmary, Troy.....	9,841 91	18,325 81	892 44	3,525 12	472 70
Memorial Hospital for Women and Children, Brooklyn.....	1,889 36	1,869 35	73 88	413 92	416 90
Methodist Episcopal Hospital, Brooklyn.....	15,044 11	9,563 48	.....	3,441 11	4,886 65
Metropolitan Throat Hospital, New York.....	420 00	.....	.....	63 75	67 50
Montefiore Home for Chronic Invalids, New York.....	4,203 66	20,385 54	587 96	4,073 83	1,098 92
Mount Sinai Hospital, New York.....	9,539 70	30,213 36	242 44	7,906 62	15,373 25
Mount Vernon Hospital.....	.....	666 24	.....	129 58	374 06
New Amsterdam Eye and Ear Hospital, New York.....	.....	541 68	.....	121 65	62 28
New York Cancer Hospital.....	12,089 63	14,764 72	.....	2,462 44	5,391 52
New York Eye and Ear Infirmary.....	.....	.....	.....	.....	.....
New York Hospital.....	.....	.....	.....	.....	.....
New York Homeopathic Medical College and Hospital.....	.....	.....	.....	.....	.....
New York Infirmary for Women and Children.....	1,000 00	6,228 04	.....	2,570 52	3,111 22
New York Medical College and Hospital for Women.....	.....	3,262 92	.....	580 75	287 97
New York Ophthalmic and Aural Institute.....	.....	8,036 23	.....	455 35	347 28
New York Ophthalmic Hospital.....	.....	4,332 10	.....	1,851 09	1,463 10
New York Ophthalmic Medical School and Hospital.....	1,397 05	4,332 10	.....	2,793 43	5,188 98
New York Post-Graduate Medical School.....	15,266 07	9,901 60	.....	2,183 11	3,124 66
New York Skin and Cancer Hospital.....	5,179 70	8,321 91	.....	.....	.....
Ossining Hospital Association, Sing Sing.....	.....	.....	.....	.....	.....
Oswego Hospital.....	.....	1,669 71	.....	429 40	353 77
Presbyterian Hospital, New York.....	.....	40,487 29	.....	16,064 36	9,825 81
Rochester City Hospital.....	14,156 14	17,337 78	.....	4,914 88	3,845 47
Rochester Homeopathic Hospital.....	.....	5,838 40	.....	256 80	1,098 13
Rome Hospital.....	.....	683 94	.....	.....	95 59
Roosevelt Hospital, New York.....	.....	32,328 42	.....	294 50	15,229 35
St. Andrew's Convalescent Hospital, New York.....	.....	687 11	.....	133 98	79 60
St. Catharine's Hospital, Brooklyn.....	.....	198 85	.....	2,245 40	2,955 69
St. Elizabeth's Hospital, New York.....	.....	.....	.....	.....	.....
St. Elizabeth's Hospital and Home, Utica.....	400 00	2,613 37	327 13	570 67	353 01
St. Francis' Hospital, New York.....	9,641 16	10,375 15	2,356 13	2,531 00	1,254 85
St. James' Mercy Hospital, Hornellsville.....	.....	599 50	53 51	166 85	145 10
St. John's Hospital, Brooklyn.....	.....	.....	.....	.....	.....
St. John's Riverside Hospital, Yonkers.....	.....	2,692 85	121 52	499 50	1,216 31
St. Joseph's Hospital, New York.....	40,884 12	5,133 20	372 32	2,890 27	710 29
St. Joseph's Hospital, Syracuse.....	.....	4,593 11	281 04	1,170 95	805 64
St. Joseph's Hospital, Yonkers.....	2,327 50	5,742 87	463 69	1,327 73	570 91
St. Luke's Home and Hospital, Utica.....	.....	.....	.....	.....	.....
St. Luke's Hospital, New York.....	7,500 00	33,954 88	.....	8,776 24	13,459 35
St. Luke's Hospital, New York.....	100 00	3,249 83	.....	263 36	792 65
St. Mary's Female Hospital, Brooklyn.....	.....	12,363 47	1,985 29	1,985 53	1,048 70
St. Mary's Free Hospital for Children, New York.....	.....	8,222 99	.....	1,042 12	1,068 25
St. Mary's General Hospital, Brooklyn.....	.....	19,991 68	1,594 74	3,028 02	3,491 21
St. Mary's Hospital, Rochester.....	.....	4,035 95	1,677 31	3,419 75	1,474 49
St. Mary's Lying-in Hospital, Buffalo.....	.....	7,371 53	.....	.....	.....
St. Peter's Hospital, Albany.....	1,620 00	4,404 84	.....	1,154 70	894 67
St. Peter's Hospital, Brooklyn.....	27,000 00	20,500 00	2,400 00	2,000 00	800 00
St. Vincent's Hospital, New York.....	7,788 30	24,053 26	1,094 59	4,790 24	4,370 44
Sloane Maternity Hospital, New York.....	.....	8,091 82	.....	960 64	641 87
S. R. Smith Infirmary, New Brighton, S. I.....	.....	4,121 90	.....	1,806 40	1,035 76
Syracuse Hospital for Women and Children.....	480 00	2,909 67	105 55	824 10	249 08
Thanksgiving Hospital, Cooperstown.....	.....	1,750 83	.....	.....	.....
Trinity Hospital, New York.....	.....	.....	.....	.....	.....
Troy Hospital.....	.....	4,080 67	107 95	738 84	1,071 95
Utica City Hospital.....	.....	6,899 85	432 46	1,036 11	548 51
Wassar Brothers' Hospital, Poughkeepsie.....	.....	1,305 29	44 10	567 07	472 82
Woman's Christian Association Hospital, Jamestown.....	.....	3,959 07	.....	1,388 59	1,899 30
Woman's Hospital in the State of New York, New York.....	7,000 00	25,322 89	.....	6,697 11	8,738 79
Total.....	\$679,444 58	\$544,873 69	\$21,491 86	\$174,824 11	\$182,615 04



TABLE No. 24 — (Continued).

INSTITUTIONS.	For furniture, beds and bedding.	For ordinary repairs.	For buildings and improvements.	For investments.	For all other purposes.	Total expenditures.	Cash on hand September 30, 1892.
Albany City Homoeopathic Hospital.....	\$226 82	\$246 61	.....	.....	\$330 31	\$5,927 93	\$877 51
Albany Hospital .....	1,382 98	1,455 67	.....	\$4,100 00	1,052 07	35,049 43	1,048 71
All Saints' Convalescent Home for Men and Boys, Oak Summit.	160 00	.....	.....	.....	660 00	5,970 00	1,110 77
Amsterdam City Hospital.....	.....	.....	.....	.....	.....	.....	.....
Arnot-Ogden Memorial Hospital, Elmira	76 29	.....	.....	.....	949 20	9,874 03	3,328 43
Asylum for Lying-in Women, New York .....	32 00	306 26	.....	.....	1,501 31	6,717 69	96 10
Auburn City Hospital.....	.....	.....	.....	.....	79 12	15,437 20	3,506 60
Babies' Hospital of the City of New York .....	1,070 58	.....	\$1,822 96	5,600 00	1,027 51	15,635 29	273 23
Beth-Israel Hospital and Dispensary, New York .....	428 78	236 15	2,145 52	2,840 00	78 25	8,412 48	.....
Binghamton City Hospital.....	40 98	24 83	442 72	.....	550 00	2,481 27	3,314 79
Brooklyn Eye and Ear Hospital.....	.....	.....	.....	.....	780 22	30,048 88	27 57
Brooklyn Home for Consumptives.....	105 93	126 59	7,403 95	15,500 00	1,040 04	27,689 75	151 99
Brooklyn Homoeopathic Hospital.....	135 26	1,982 31	.....	8,500 00	14,016 00	59,619 46	1,291 02
Brooklyn Hospital.....	1,375 00	875 00	.....	8,500 00	10,628 62	42,303 84	683 19
Brooklyn Maternity and Child's Hospital.....	2,312 48	1,734 91	.....	4,500 00	670 61	9,068 85	1,277 76
Brooklyn Throat Hospital .....	172 72	220 03	.....	.....	.....	.....	.....
Buffalo General Hospital .....	.....	.....	.....	.....	7,247 74	102,665 76	47,899 83
Buffalo Hospital of Sisters of Charity .....	906 85	823 30	7,349 03	23,530 00	3,199 65	56,915 90	699 66
Child's Hospital, Albany.....	748 00	1,927 74	13,725 13	15,000 00	1,064 71	9,507 68	360 26
Columbian Institute for the Preservation of Health and Cure of Chronic Diseases, New York .....	252 02	214 98	.....	.....	.....	.....	.....
Eastern District Hospital and Dispensary, Brooklyn .....	.....	.....	.....	.....	.....	.....	.....
Faxton Hospital, Utica .....	.....	.....	.....	200 00	358 58	14,365 98	630 98
Fitch Accident Hospital, Buffalo .....	572 69	51 99	10,868 78	.....	.....	.....	.....
Flushing Hospital, Flushing, L.I .....	.....	.....	.....	.....	.....	.....	.....
German Hospital and Dispensary, New York.....	162 19	360 55	190 23	190 00	100 35	7,358 59	403 22
Hahnemann Homoeopathic Hospital, Rochester .....	676 30	3,740 80	4,444 29	.....	1,418 51	75,586 30	25,420 03
Hahnemann Hospital, New York.....	225 00	.....	.....	.....	150 00	6,593 25	130 00
Helping Hand Hospital, Peekskill .....	717 91	1,466 36	1,072 47	44,000 00	642 85	65,167 76	44,033 07
Highland Hospital, Matteawan .....	.....	44 77	300 00	.....	53 07	1,995 04	121 58
Home for Incurables, Fordham .....	15 00	55 35	.....	2,000 00	30 67	3,723 45	6 60
Homoeopathic Hospital, Buffalo .....	1,187 19	1,772 59	17,013 09	73,500 00	2,685 94	147,360 80	14,370 18
Hospital Association of the City of Seneca	290 27	530 07	.....	.....	443 98	10,025 30	37 37
Hospital of the French Benevolent Society, New York .....	.....	.....	.....	.....	.....	.....	.....
Hospital for the Relief of the Good Shepherd, Syracuse .....	120 82	732 68	514 33	.....	2,348 81	14,024 93	2,974 64
Hospital for the Relief of the Ruptured and Crippled, New York .....	250 00	147 00	.....	.....	.....	.....	.....
House of the Good Samaritan, Watertown.....	1,484 46	2,497 84	2,646 46	17,993 33	3,936 35	79,376 77	39,736 95
House of St. Giles the Cripple, Brooklyn.....	7 46	6 00	.....	.....	60 93	1,166 09	507 41
Ithaca City Hospital .....	252 29	431 69	688 20	.....	944 95	7,288 39	1,655 70
Kingston City Hospital .....	928 71	85 99	.....	.....	383 33	1,189 31	744 84
Laurel Franklin Free Hospital for Children, New York .....	.....	3 62	.....	.....	339 36	2,241 53	3,637 03
Long Island College Hospital, Brooklyn.....	.....	289 16	.....	.....	855 05	7,946 20	1,213 52
Lutheran Hospital Assoc. of the City of New York and Vienna, East New York .....	1,777 53	686 26	21,010 70	.....	13,360 32	70,360 36	.....
Manhattan Dispensary and Hospital, New York .....	63 00	220 63	4,029 00	.....	691 80	12,041 59	163 01
Manhattan Eye and Ear Hospital, New York .....	.....	265 63	.....	.....	2,357 95	14,121 60	3,373 85
.....	506 18	3,502 32	.....	26,600 00	1,840 36	58,358 05	1,493 49



Marshall Infirmary, Troy.....	634 37	1,264 01	.....	.....	135 20	35,091 56	628 06
Memorial Hospital for Women and Children, Brooklyn.....	509 98	815 18	.....	.....	961 94	6,450 01	124 25
Methodist Episcopal Hospital, Brooklyn.....	1,014 88	1,350 70	19,700 00	49,000 00	7,375 83	110,817 35	19,657 62
Metropolitan Throat Hospital, New York.....	.....	5 10	.....	.....	177 73	734 08	10,615 42
Montefiore Home for Chronic Invalids, New York.....	1,521 63	1,509 02	6,429 16	.....	3,751 01	58,155 89	38,300 69
Mount Sinai Hospital, New York.....	2,809 70	10,149 19	.....	22,500 00	5,233 71	139,459 21	17,552 09
Mount Vernon Hospital.....	.....	.....	.....	.....	296 32	8,311 38	505 52
New Amsterdam Eye and Ear Hospital, New York.....	10 84	40 68	.....	.....	1,608 34	2,997 93	99 34
New York Cancer Hospital.....	776 59	3,763 30	6,063 44	5,000 00	16,781 64	67,093 28	168 58
New York Eye and Ear Infirmary.....	.....	.....	.....	.....	.....	.....	.....
New York Hospital.....	.....	.....	.....	.....	.....	.....	.....
New York Homoeopathic Medical College and Hospital.....	.....	.....	.....	.....	.....	.....	.....
New York Infirmary for Women and Children.....	981 33	1,610 44	168 00	.....	8,252 14	38,473 56	6,181 63
New York Medical College and Hospital for Women.....	732 50	373 97	.....	.....	2,911 64	10,136 25	1,036 21
New York Ophthalmic and Aural Institute.....	1,486 21	986 56	.....	.....	5,535 41	19,293 02	472 74
New York Ophthalmic Hospital.....	101 33	229 78	.....	.....	1,505 41	16,836 48	1,908 03
New York Post-Graduate Medical School and Hospital.....	2,172 81	1,721 48	.....	75,077 45	54,176 96	200,666 28	5,963 30
New York Skin and Cancer Hospital.....	49 34	989 42	.....	.....	2,820 88	33,584 78	10,145 78
Ossining Hospital Association, Sling Sing.....	.....	.....	.....	.....	.....	.....	.....
Oswego Hospital.....	27 95	27 38	80 20	4,613 54	196 52	8,490 70	1,520 52
Presbyterian Hospital, New York.....	.....	*19,496 77	227,818 92	.....	7,156 84	359,107 20	224 48
Rochester City Hospital.....	3,021 97	1,728 81	1,212 36	16,150 00	1,604 72	76,622 44	10 30
Rochester Homoeopathic Hospital.....	170 86	770 88	.....	540 59	1,153 61	19,419 80	17,373 86
Rome Hospital.....	23 22	.....	34 92	.....	71 27	3,430 59	1,593 23
Roosevelt Hospital, New York.....	2,948 27	5,298 03	.....	.....	5,802 22	101,882 92	+36,527 29
St. Andrew's Convalescent Hospital, New York.....	.....	96 10	100 00	.....	158 84	2,154 48	93 90
St. Catharine's Hospital, Brooklyn.....	2,020 60	1,790 72	16,510 00	12,534 90	521 53	64,031 52	6,312 23
St. Elizabeth's Hospital, New York.....	.....	.....	.....	.....	.....	.....	.....
St. Elizabeth's Hospital and Home, Utica.....	19 75	1,799 72	.....	.....	366 25	7,876 59	460 99
St. Francis' Mercy Hospital, New York.....	2,262 45	2,582 04	.....	.....	4,514 65	37,417 39	.....
St. John's Hospital, Brooklyn.....	190 50	102 68	.....	.....	263 39	2,053 99	293 25
St. John's Riverside Hospital, Yonkers.....	.....	.....	.....	3,074 00	.....	.....	.....
St. Joseph's Hospital, New York.....	195 09	171 97	.....	.....	295 96	11,336 06	464 92
St. Joseph's Hospital, Syracuse.....	632 61	378 74	800 00	.....	237 93	52,939 48	53 40
St. Joseph's Hospital, Yonkers.....	205 72	181 65	217 75	.....	462 79	9,270 40	3 50
St. Luke's Home and Hospital, Utica.....	770 91	382 00	.....	.....	527 55	13,097 16	3,624 51
St. Luke's Hospital, New York.....	.....	.....	.....	.....	.....	.....	.....
St. Mark's Hospital, New York.....	3,048 74	2,963 79	.....	89,555 00	15,587 77	732,428 26	+176,337 10
St. Mary's Female Hospital, Brooklyn.....	50 30	42 13	.....	.....	3,875 24	11,454 27	1,044 07
St. Mary's Free Hospital for Children, New York.....	475 61	1,020 63	.....	.....	312 17	31,657 40	2,679 70
St. Mary's General Hospital, Brooklyn.....	123 91	1,694 11	2,117 85	47,195 16	607 24	70,646 63	625 59
St. Mary's Hospital, Rochester.....	606 76	1,055 33	6,822 15	.....	4,361 30	47,987 14	1,551 17
St. Mary's Lying-in Hospital, Buffalo.....	4,118 51	390 85	10,270 38	.....	1,000 00	35,324 02	.....
St. Peter's Hospital, Albany.....	.....	.....	.....	.....	.....	.....	.....
St. Peter's Hospital, Brooklyn.....	396 76	264 00	120 46	.....	547 18	11,836 43	527 42
St. Vincent's Hospital, New York.....	10,000 00	100 00	300 00	.....	.....	65,100 00	.....
Sloane Maternity Hospital, New York.....	7,235 25	3,174 88	23,575 96	.....	626 87	96,087 29	9,536 00
S. R. Smith Infirmary, New Brighton, S. I.....	.....	475 50	.....	.....	5,418 47	19,726 65	1,837 67
Syracuse Hospital for Women and Children.....	525 98	1,922 23	11,708 78	.....	943 23	33,473 95	3,352 12
Thanksgiving Hospital, Cooperstown.....	289 48	109 31	.....	.....	50 85	6,500 05	465 94
Trinity Hospital, New York.....	.....	.....	.....	.....	171 00	171 00	13,771 08
Troy Hospital.....	159 68	1,146 14	.....	.....	397 61	9,801 34	.....
Utica City Hospital.....	485 26	1,146 63	2,100 00	.....	471 05	15,508 50	228 43
Vassar Brothers' Hospital, Poughkeepsie.....	87 78	243 00	1,414 76	.....	612 01	7,080 79	.....
Woman's Christian Association Hospital, Jamestown.....	849 18	2,473 46	12,108 62	97,140 28	3,232 88	131,512 54	6,062 80
Woman's Hospital in the State of New York, New York.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$74,264 59	\$107,967 24	\$445,290 57	\$712,434 25	\$254,209 02	\$4,013,248 57	\$630,669 15

\* Includes furniture, beds and bedding. † As reported. ‡ Of this sum \$176,282.40 is the temporarily uninvested balance of the endowment account.



TABLE No. 25.

Showing the number of patients treated in the hospitals, and the results, during the year ending September 30, 1892.

INSTITUTIONS.	DISCHARGED DURING THE YEAR.					REMAINING OCTOBER 1, 1892.									
	Number of patients in the institution October 1, 1891.	Number of patients received during the year.	Total under treatment.	Number of beneficiary patients.	Total number of days the latter were supported.	DISCHARGED DURING THE YEAR.					Male.	Female.	Total.		
						Recovered.	Improved.	Unimproved.	Transferred to other institutions.	Otherwise discharged.				Died.	Total discharged.
Albany City Homoeopathic Hospital.....	16	209	225	171	6,527	138	55	10	.....	.....	9	212	11	2	13
Albany Hospital.....	60	940	1,000	316	13,695	580	234	53	.....	.....	65	932	41	27	68
Albany Hospital for Incurables.....	37	55	92	84	.....	.....	6	.....	3	29	13	51	7	34	41
All Saints Convalescent Home for Men and Boys, Oak Summit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amsterdam City Hospital.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arnot-Ogden Memorial Hospital, Elmira.....	22	274	296	124	2,239	172	58	5	1	8	25	269	17	10	27
Asylum for Lying-in Women, New York.....	6	152	158	158	5,530	139	.....	.....	1	8	.....	148	.....	10	10
Auburn City Hospital.....	20	177	197	23	609	127	40	8	.....	.....	16	191	3	3	6
Babies' Hospital of the City of New York.....	7	236	243	205	6,248	58	77	22	12	2	77	228	13	2	15
Beth-Israel Hospital and Dispensary, New York.....	14	344	358	311	5,720	224	60	15	6	9	16	330	14	14	28
Binghamton City Hospital.....	9	3	92	34	882	38	42	1	3	.....	6	90	.....	2	2
Brooklyn Eye and Ear Hospital.....	8	178	186	132	5,275	52	115	4	.....	.....	.....	171	4	11	15
Brooklyn Home for Consumptives.....	59	186	245	245	23,441	10	40	32	.....	19	75	176	41	28	69
Brooklyn Homoeopathic Hospital.....	62	771	833	.....	.....	563	124	17	.....	3	54	761	31	41	72
Brooklyn Hospital.....	88	1,174	1,262	1,086	28,408	742	251	62	.....	.....	132	1,187	49	26	75
Brooklyn Maternity and Child's Hospital.....	58	247	305	184	14,889	191	.....	.....	18	28	15	252	15	38	53
Brooklyn Throat Hospital.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo General Hospital.....	135	1,884	2,019	122	1,598	1,260	343	49	38	60	175	1,925	44	50	94
Buffalo Hospital of Sisters of Charity.....	190	1,420	1,610	402	.....	1,100	206	10	.....	.....	90	1,406	155	49	204
Child's Hospital, Albany.....	58	162	220	212	24,257	92	33	17	4	5	8	159	35	26	61
Columbian Institute for the Preservation of Health and Cure of Chronic Diseases, New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eastern District Hospital and Dispensary, Brooklyn.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Faxton Hospital, Utica.....	10	54	64	9	.....	30	4	.....	4	5	3	46	5	13	18
Fitch Accident Hospital, Buffalo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flushing Hospital, Flushing, L. I.....	22	185	207	185	3,700	141	24	.....	6	.....	18	189	11	7	18
German Hospital and Dispensary, New York.....	135	1,884	2,019	1,359	41,449	1,096	498	94	29	4	160	1,881	79	59	138
Hahnemann Homoeopathic Hospital, Rochester.....	19	94	113	13	1,574	58	22	12	.....	2	5	99	6	8	14
Hahnemann Hospital, New York.....	17	549	566	394	3,862	413	80	22	2	.....	19	536	9	21	30
Helping Hand Hospital, Peekskill.....	.....	35	35	21	284	25	.....	.....	1	2	6	34	.....	1	1
Highland Hospital, Matteawan.....	3	48	51	44	980	32	13	.....	1	.....	4	50	1	.....	1
Home for Incurables, Fordham.....	175	77	252	53	18,309	2	11	10	3	.....	43	69	93	90	183
Homoeopathic Hospital, Buffalo.....	35	288	323	.....	.....	219	37	4	7	9	26	302	10	11	21
Hospital Association of the City of Schenectady.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hospital of the French Benevolent Society, New York.....	35	573	608	481	10,299	489	.....	.....	5	34	44	572	23	13	36

Hospital of the House of the Good Shepherd, Syracuse.....	42	861	408	202	.....	184	120	.....	44	.....	18	366	15	22	37
Hospital for the Relief of the Ruptured and Crippled, New York ..	166	821	487	487	61,292	57	230	19	.....	.....	18	324	75	80	103
House of the Good Samaritan, Watertown.....	2	41	43	.....	.....	80	4	2	.....	.....	5	41	.....	2	3
House of the Holy Comforter, New York .....	27	19	46	46	11,394	.....	2	.....	3	4	5	14	.....	82	32
House of St. Giles the Cripple, New York .....	.....	26	26	26	5,537	1	1	.....	2	.....	1	7	12	7	19
Ithaca City Hospital.....	.....	132	132	19	323	118	.....	.....	2	.....	3	121	6	5	11
Kingston City Hospital.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Laura Franklin Free Hospital for Children, New York.....	25	88	113	113	11,803	49	24	6	1	1	3	84	14	15	29
Long Island College Hospital, Brooklyn.....	172	3,491	3,663	.....	.....	1,808	1,566	.....	.....	27	177	3,578	56	29	83
Lutheran Hospital Association of the City of New York and Vienn-	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ity, East New York.....	44	131	175	163	14,417	65	29	9	.....	.....	26	129	20	26	46
Manhattan Dispensary and Hospital, New York.....	30	496	526	485	7,632	242	133	23	39	.....	47	484	28	14	42
Manhattan Eye and Ear Hospital, New York.....	45	614	659	315	8,377	241	332	46	4	.....	3	626	18	15	33
Marshall Infirmary, Troy.....	86	223	259	5	456	76	91	33	2	.....	22	224	25	10	35
Memorial Hospital for Women and Children, Brooklyn.....	9	136	145	109	4,459	66	40	5	2	.....	4	121	24	24	24
Methodist Episcopal Hospital, Brooklyn.....	61	1,063	1,124	859	14,890	687	217	56	.....	3	99	1,062	34	28	62
Metropolitan Throat Hospital, New York.....	.....	13	13	.....	.....	10	.....	.....	.....	.....	1	11	2	.....	2
Montefiore Home for Chronic Invalids, New York.....	152	161	313	306	56,986	11	45	17	.....	.....	74	147	95	71	166
Mount Sinai Hospital, New York.....	182	2,894	3,076	2,539	61,235	1,642	812	158	18	.....	260	2,890	97	89	186
Mount Vernon Hospital.....	.....	93	93	.....	.....	52	11	3	15	2	6	89	4	.....	4
New Amsterdam Eye and Ear Hospital, New York.....	2	66	68	3	21	66	.....	.....	1	.....	.....	67	1	.....	1
New York Cancer Hospital.....	46	453	499	255	10,801	205	118	85	.....	.....	49	457	6	36	42
New York Eye and Ear Infirmary.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Hospital.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Homeopathic Medical College and Hospital.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Infirmary for Women and Children.....	22	319	341	238	6,402	188	132	12	6	.....	3	341	.....	.....	.....
New York Medical College and Hospital for Women.....	8	154	162	64	2,032	89	40	10	8	.....	5	152	.....	10	10
New York Ophthalmic and Aurai Institute.....	22	386	408	174	3,273	.....	.....	.....	.....	388	.....	388	12	8	20
New York Ophthalmic Hospital.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Post Graduate Medical School and Hospital.....	85	888	973	408	9,576	554	206	45	12	.....	86	903	26	44	70
New York Skin and Cancer Hospital.....	73	241	314	221	14,988	90	113	11	22	5	35	276	21	17	38
Ossining Hospital Association, Sing Sing.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Presbyterian Hospital, New York.....	11	93	104	.....	3,527	48	34	2	.....	.....	4	88	10	6	16
Rochester City Hospital.....	89	3,727	3,816	3,557	67,200	2,672	411	40	266	.....	212	3,001	145	70	215
Rochester Homeopathic Hospital.....	99	1,091	1,190	534	21,193	265	500	40	4	164	117	1,090	49	51	100
Rome Hospital.....	36	532	568	253	5,718	374	86	39	1	8	31	539	13	16	29
Roosevelt Hospital, New York.....	4	40	44	34	1,457	27	2	1	1	.....	6	37	2	5	7
St. Andrew's Convalescent Hospital, New York.....	152	2,619	2,771	2,431	48,182	1,156	946	220	.....	.....	307	2,629	75	67	142
St. Catherine's Hospital, Brooklyn.....	2	81	83	77	1,376	39	23	4	14	3	.....	83	.....	.....	.....
St. Elizabeth's Hospital, New York.....	169	2,080	2,249	2,025	44,862	1,150	542	105	32	.....	232	2,061	117	71	188
St. Elizabeth's Hospital and Home, Utica.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Francis' Hospital, New York.....	34	311	345	142	4,240	208	60	9	6	10	17	310	13	22	85
St. James Mercy Hospital, Hornellsville.....	228	2,241	2,469	2,359	79,315	1,421	448	67	21	.....	286	2,245	112	114	226
St. John's Hospital, Brooklyn.....	2	62	64	46	1,362	49	.....	1	3	.....	6	59	5	.....	5
St. John's Riverside Hospital, Yonkers.....	41	250	291	235	8,923	156	60	17	5	.....	21	259	13	19	32
St. Joseph's Hospital, New York.....	13	266	279	224	3,898	125	98	3	1	.....	37	264	11	4	15
St. Joseph's Hospital, Syracuse.....	252	962	1,214	1,157	89,819	.....	551	.....	10	.....	403	964	136	114	250
St. Joseph's Hospital, Yonkers.....	49	489	538	59	2,088	342	68	16	4	5	62	497	26	15	41
St. Luke's Home and Hospital, Utica.....	20	330	350	167	3,974	164	81	20	2	.....	44	311	20	19	39
St. Luke's Hospital, New York.....	184	1,822	2,006	1,509	62,120	924	483	180	.....	.....	213	1,800	107	99	206
St. Mary's Hospital, New York.....	21	515	536	361	8,661	314	112	12	4	10	63	315	10	11	21
St. Mary's Female Hospital, Brooklyn.....	22	253	275	190	5,620	244	.....	.....	4	.....	1	249	.....	26	26
St. Mary's Free Hospital for Children, New York.....	82	363	445	445	22,922	290	48	4	.....	17	18	377	25	43	68
St. Mary's General Hospital, Brooklyn.....	146	1,573	1,719	1,344	60,480	848	482	28	7	.....	204	1,569	77	73	150
St. Mary's Hospital, Rochester.....	176	750	926	170	37,460	462	160	24	.....	80	86	762	65	99	164
St. Mary's Lying-In Hospital, Buffalo.....	30	70	100	19	997	53	.....	.....	.....	.....	2	55	45	.....	45
St. Peters Hospital, Albany.....	42	535	577	114	2,775	119	225	125	12	.....	41	522	33	22	55



TABLE No. 25 — (Concluded).

INSTITUTIONS.	Number of patients in the Institution October 1, 1891.	Number of patients received during the year.	Total under treatment.	Number of beneficiary patients.	Total number of days the latter were supported.	DISCHARGED DURING THE YEAR.							REMAINING OCTOBER 1, 1892.		
						Recovered.	Improved.	Unimproved.	Transferred to other institutions.	Otherwise discharged.	Died.	Total discharged.	Male.	Female.	Total.
St. Peter's Hospital, Brooklyn.....	220	1,983	2,203	2,163	68,101	1,009	545	62	7	28	251	1,902	189	112	301
St. Vincent's Hospital, New York.....	115	2,412	2,527	1,704	32,661	1,039	1,081	62	.....	.....	266	2,398	75	54	129
Sloane Maternity Hospital, New York.....	34	758	792	792	10,296	750	.....	.....	2	.....	1	753	39	39	78
S. R. Smith Infirmary, New Brighton, S. I.....	13	346	359	.....	.....	253	33	.....	.....	.....	41	327	19	13	32
Syracuse Hospital for Women and Children.....	34	136	170	60	6,733	102	16	6	4	3	9	140	6	24	30
Thanksgiving Hospital, Cooperstown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trinity Hospital, New York.....	22	250	272	.....	.....	164	60	9	2	.....	13	248	11	13	24
Troy Hospital.....	78	623	701	68	.....	333	164	10	5	.....	94	606	32	63	95
Utica City Hospital.....	20	351	371	.....	.....	214	65	85	9	.....	32	355	9	7	16
Vassar Brothers' Hospital, Poughkeepsie.....	21	270	291	276	7,842	199	35	17	.....	.....	13	264	16	11	27
Woman's Christian Association Hospital, Jamestown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woman's Hospital in the State of New York, New York.....	66	623	689	261	13,777	269	236	62	.....	22	28	617	.....	72	72
Total .....	5,078	53,896	58,974	36,185	1,253,248	30,284	14,244	2,209	749	961	5,215	53,662	2,750	2,562	5,312

TABLE No. 26.

Showing the value of the property of dispensaries, and their indebtedness, September 30, 1892.

INSTITUTIONS.	Real estate.	Personal property.	Total.	INDEBTEDNESS.		
				Real.	Personal.	Total.
Albany City Homœopathic Dispensary*	.....	.....	.....	.....	.....	.....
Albany Hospital Dispensary*	.....	.....	.....	.....	.....	.....
Atlantic Avenue Dispensary, Brooklyn	\$1,200 00	.....	\$1,200 00	.....	.....	.....
Bedford Dispensary, Brooklyn.	8,000 00	.....	8,000 00	\$5,000 00	\$275 00	\$5,275 00
Brooklyn Central Dispensary	15,000 00	.....	15,000 00	7,000 00	.....	7,000 00
Brooklyn City Dispensary	8,000 00	\$13,600 00	21,600 00	.....	.....	.....
Brooklyn Diet Dispensary	.....	5,000 00	5,000 00	.....	1,500 00	1,500 00
Brooklyn Electric Dispensary	4,600 00	2,103 00	6,703 00	.....	.....	.....
Brooklyn Homœopathic Dispensary, E. D.	18,000 00	.....	18,000 00	.....	200 00	200 00
Brooklyn Homœopathic Hospital Dispensary*	.....	.....	.....	.....	.....	.....
Brooklyn Orthopedic Infirmary†	.....	.....	.....	.....	.....	.....
Buffalo Eye and Ear Infirmary	.....	1,000 00	1,000 00	.....	.....	.....
Bushwick and East Brooklyn Dispensary, Brooklyn.	20,000 00	.....	20,000 00	5,987 50	.....	5,987 50
Central Homœopathic Dispensary, Brooklyn	45,000 00	98,722 19	143,722 19	.....	.....	.....
Demilt Dispensary, New York	.....	.....	.....	.....	.....	.....
Dispensary of the Beth Israel Hospital, New York*.	.....	.....	.....	.....	.....	.....
Dispensary of the French Benevolent Society, New York*	.....	.....	.....	.....	.....	.....
Dispensary of the German Hospital, New York*	.....	.....	.....	.....	.....	.....
Dispensary of the Long Island College Hospital, Brooklyn*	.....	.....	.....	.....	.....	.....
Dispensary of the Memorial Hospital, Brooklyn*	.....	.....	.....	.....	.....	.....
Dispensary of the New York Homœopathic Medical College and Hospital*	.....	.....	.....	.....	.....	.....
Dispensary of the New York Infirmary for Women and Children*.	.....	.....	.....	.....	.....	.....
Dispensary of the New York Medical College and Hospital for Women*	.....	.....	.....	.....	.....	.....
Dispensary of the Roosevelt Hospital, New York*	.....	.....	.....	.....	.....	.....
Dispensary of the Troy Hospital*	.....	.....	.....	.....	.....	.....
Eclectic College Free Dispensary, New York.	1,700 00	.....	1,700 00	.....	.....	.....
Gates Avenue Homœopathic Dispensary, Brooklyn	9,000 00	300 00	9,300 00	500 00	.....	500 00
Good Samaritan Dispensary, New York‡	132,000 00	188,000 00	320,000 00	.....	.....	.....
Harlem Dispensary	12,000 00	4,000 00	16,000 00	17,000 00	.....	17,000 00
Harlem Eye, Ear and Throat Infirmary	22,500 00	.....	22,500 00	.....	.....	.....
Homœopathic Medical College Dispensary, New York	10,000 00	.....	10,000 00	.....	.....	.....
Infirmary of the New York College of Dentistry	.....	.....	.....	.....	.....	.....
Lucretia Mott Dispensary, Brooklyn §.	.....	.....	.....	.....	.....	.....
Metropolitan Dispensary, New York	.....	.....	.....	.....	.....	.....
New York Dispensary for Diseases of the Skin	60,000 00	500 00	60,500 00	.....	.....	.....
Northern Dispensary, New York	150 00	160,000 00	220,000 00	.....	.....	.....
Northeastern Dispensary, New York	500 00	67,443 15	67,943 15	.....	.....	.....
Northwestern Dispensary, New York	.....	68,125 00	68,125 00	.....	.....	.....
Orthopedic Dispensary, New York	60,250 00	2,500 00	62,750 00	.....	310 00	310 00
St. Elizabeth's Dispensary, Utica*	80,000 00	58,500 00	138,500 00	.....	.....	.....
St. Peter's Hospital Dispensary, Albany*	.....	.....	.....	.....	.....	.....
Southern Dispensary and Hospital, Brooklyn	.....	.....	.....	.....	.....	.....
Utica Dispensary	6,000 00	.....	6,000 00	.....	100 00	100 00
West Side German Dispensary, New York.	12,500 00	14,182 51	26,682 51	.....	.....	.....
Yorkville Dispensary and Hospital for Women and Children †	.....	.....	.....	.....	.....	.....
Total.....	\$526,400 00	\$683,975 85	\$1,210,375 85	\$35,487 50	\$2,385 00	\$37,872 50

\* Finances with hospital. † Finances with Brooklyn Hospital. ‡ Formerly Eastern Hospital. § Property transferred to New York Infirmary for Women and Children, chapter 19, Laws 1892. † Report received after tables were closed.



TABLE  
*Showing the receipts of dispensaries*

INSTITUTIONS.	Cash on hand October 1, 1891.	From appropria- tions by board of supervisors.	From appropria- tions by cities.
Albany City Homœopathic Dispensary.....	.....	.....	.....
Albany Hospital Dispensary. ....	.....	.....	.....
Atlantic Avenue Dispensary, Brooklyn.....	\$2,425 23	.....	\$1,500 00
Bedford Dispensary, Brooklyn.....	1,292 86	.....	200 66
Brooklyn Central Dispensary.....	.....	.....	1,500 00
Brooklyn City Dispensary.....	408 29	.....	1,500 00
Brooklyn Diet Dispensary.....	390 20	.....	1,500 00
Brooklyn Eclectic Dispensary.....	361 92	.....	1,500 00
Brooklyn Homœopathic Dispensary, E. D.....	1,560 02	.....	1,500 00
Brooklyn Homœopathic Hospital Dispensary.....	.....	.....	.....
Brooklyn Orthopedic Infirmary.....	.....	.....	.....
Buffalo Eye and Ear Infirmary.....	.....	.....	.....
Bushwick and East Brooklyn Dispensary .....	1,432 05	.....	1,668 03
Central Homœopathic Dispensary, Brooklyn.....	1,677 89	.....	1,780 85
Demilt Dispensary, New York .....	974 57	.....	425 00
Dispensary of the Beth-Israel Hospital, New York.....	.....	.....	.....
Dispensary of the French Benevolent Society, New York.....	.....	.....	.....
Dispensary of the German Hospital, New York.....	.....	.....	.....
Dispensary of the Long Island College Hospital, Brooklyn.....	.....	.....	.....
Dispensary of the Memorial Hospital, Brooklyn.....	.....	.....	.....
Dispensary of the New York Infirmary for Women and Children.....	.....	.....	.....
Dispensary of the New York Homœopathic Medical College and Hospital .....	.....	.....	.....
Dispensary of the New York Medical College and Hospital for Women .....	.....	.....	.....
Dispensary of the Roosevelt Hospital, New York.....	.....	.....	.....
Dispensary of the Troy Hospital.....	.....	.....	.....
Eclectic College Free Dispensary, New York.....	52 00	.....	.....
Gates Avenue Homœopathic Dispensary, Brooklyn.....	211 03	.....	1,688 04
Good Samaritan Dispensary, New York.....	18,633 52	.....	425 00
Harlem Dispensary.....	965 03	.....	225 00
Harlem Eye, Ear and Throat Infirmary.....	64 63	.....	.....
Homœopathic Medical College Dispensary, New York .....	.....	.....	.....
Infirmary of the New York College of Dentistry .....	706 16	.....	.....
Lucretia Mott Dispensary, Brooklyn.....	.....	.....	.....
Metropolitan Dispensary, New York.....	.....	.....	.....
New York Dispensary.....	2,115 81	.....	425 00
New York Dispensary for Diseases of the Skin.....	510 20	.....	.....
Northern Dispensary, New York.....	1,406 57	.....	425 00
North-eastern Dispensary, New York .....	240 20	.....	425 00
North-western Dispensary, New York .....	514 37	.....	425 00
Orthopedic Dispensary, New York.....	19,581 72	.....	225 00
St. Elizabeth's Dispensary, Utica .....	.....	.....	.....
St. Peter's Hospital Dispensary, Albany.....	.....	.....	.....
Southern Dispensary and Hospital, Brooklyn .....	607 84	.....	1,000 00
Utica Dispensary .....	.....	.....	.....
WestSide German Dispensary, New York .....	464 49	.....	225 00
Yorkville Dispensary and Hospital for Women and Children...	.....	.....	.....
Total.....	\$56,596 65	.....	\$18,562 58

No. 27.

*for the year ending September 30, 1892.*

[illegible]



TABLE

*Showing the expenditures of dispensaries*

INSTITUTIONS.	For indebtedness upon real estate, principal and interest.	For other indebtedness existing October 1, 1891.	For salaries of officers, wages and labor.
Albany City Homœopathic Dispensary .....	.....	.....	.....
Albany Hospital Dispensary .....	.....	.....	.....
Atlantic Avenue Dispensary, Brooklyn .....	.....	.....	\$618 00
Bedford Dispensary, Brooklyn.....	.....	.....	208 00
Brooklyn Central Dispensary .....	\$315 00	\$328 35	870 00
Brooklyn City Dispensary .....	.....	.....	1,360 00
Brooklyn Diet Dispensary .....	.....	1,000 00	360 00
Brooklyn Eclectic Dispensary .....	.....	.....	144 00
Brooklyn Homœopathic Dispensary, E. D.....	.....	.....	891 97
Brooklyn Homœopathic Hospital Dispensary .....	.....	.....	.....
Brooklyn Orthopedic Infirmary .....	.....	.....	.....
Buffalo Eye and Ear Infirmary.....	.....	.....	.....
Bushwick and East Brooklyn Dispensary... ..	2,286 86	.....	780 00
Central Homœopathic Dispensary, Brooklyn.....	.....	.....	701 09
Demilt Dispensary, New York .....	.....	.....	7,580 61
Dispensary of the Beth-Israel Hospital, New York.....	.....	.....	.....
Dispensary of the French Benevolent Society, New York .....	.....	.....	.....
Dispensary of the German Hospital, New York .....	.....	.....	.....
Dispensary of the Long Island College Hospital, Brooklyn.....	.....	.....	.....
Dispensary of the Memorial Hospital, Brooklyn.....	.....	.....	.....
Dispensary of the New York Homœopathic Medical College and Hospital .....	.....	.....	.....
Dispensary of the New York Infirmary for Women and Children..	.....	.....	.....
Dispensary of the New York Medical College and Hospital for Women .....	.....	.....	.....
Dispensary of the Roosevelt Hospital, New York .....	.....	.....	.....
Dispensary of the Troy Hospital .....	.....	.....	.....
Eclectic College Free Dispensary, New York .....	.....	.....	100 00
Gates Avenue Homœopathic Dispensary, Brooklyn.....	1,068 05	.....	613 00
Good Samaritan Dispensary, New York. ....	.....	1,750 00	15,548 86
Harlem Dispensary .....	.....	.....	669 86
Harlem Eye, Ear and Throat Infirmary .....	850 00	150 25	.....
Homœopathic Medical College Dispensary, New York.....	.....	.....	.....
Infirmary of the New York College of Dentistry.....	.....	.....	6,789 40
Lueretia Mott Dispensary, Brooklyn.....	.....	.....	.....
Metropolitan Dispensary, New York.....	.....	.....	.....
New York Dispensary .....	.....	.....	12,881 84
New York Dispensary for Diseases of the Skin.....	.....	.....	.....
Northern Dispensary, New York .....	.....	.....	4,212 47
North-eastern Dispensary, New York.....	.....	.....	2,620 74
North-western Dispensary, New York .....	.....	.....	2,646 67
Orthopedic Dispensary, New York ... ..	.....	.....	9,351 62
St. Elizabeth's Dispensary, Utica .....	.....	.....	.....
St. Peter's Hospital Dispensary, Albany .....	.....	.....	.....
Southern Dispensary and Hospital, Brooklyn .....	.....	.....	565 00
Utica Dispensary .....	.....	75 00	.....
West Side German Dispensary, New York.....	.....	.....	222 25
Yorkville Dispensary and Hospital for Women and Children.....	.....	.....	.....
Total... ..	\$4,519 91	\$3,303 60	\$69,734 82

\* For dental

No. 28.

for the year ending September 30, 1892.

For fuel and light.	For medicines and medical supplies.	For ordinary repairs.	For buildings and improvements.	For investments.	For all other purposes.	Total expenditures.	Cash on hand September 30, 1892.
\$262 00	\$526 66	\$57 25			\$69 59	\$1,513 50	\$2,467 23
			\$3,012 32		1,662 25	4,882 57	69 65
132 89	673 86	41 40			205 15	2,566 65	70 50
154 07	686 06	46 25			128 70	2,375 08	769 10
219 63					6,358 35	7,937 98	408 88
66 75	1,037 67	33 50			156 50	1,438 42	515 70
76 32	396 93	200 92			84 70	1,650 84	1,890 79
31 04	42 25	30 15			704 33	807 77	
80 52	516 07	37 37			231 00	3,931 82	784 47
8 25	249 92	11 50			298 19	1,268 95	2,264 16
941 22	2,705 65	1,217 75	3,462 34	\$14,222 19	3,379 90	33,509 66	181 58
75 00	1,400 00	90 00			86 00	1,751 00	46 00
	303 50	30 00			37 50	2,052 05	195 23
1,236 27	3,939 20	536 19	457 62	28,000 00	2,611 44	54,079 08	11,023 33
55 36	211 24	24 46			165 00	1,125 86	918 55
43 72					90 35	1,134 32	155 24
316 66	*2,292 17	3,068 66			382 38	12,849 27	938 96
	123 05					125 05	
334 98	4,367 40	617 84		6,000 00	1,312 79	25,514 85	6,842 05
					6 50	6 50	521 53
62 25	858 43	370 95			345 15	5,849 25	987 11
60 50	997 84	19 09			127 05	3,825 22	860 96
242 25	668 56	1,302 53			399 15	5,259 16	391 21
1,116 72	2,741 53	946 96	26,749 11	18,000 00	6,149 16	65,055 04	763 95
59 00	394 99	33 22			502 97	1,555 18	579 54
30 09	75 00	25 00				205 00	
126 25	78 35	56 92		10,743 87	137 15	11,364 79	740 57
\$5,731 65	\$25,286 33	\$8,777 91	\$33,681 39	\$76,966 06	\$25,631 19	\$253,632 86	\$34,386 29

materials.



TABLE No. 29.

Showing the number of beneficiary patients treated during the year ending September 30, 1892.

INSTITUTIONS.		At the dispensary.	Number prescriptions prepared.	At their residences.	Number of visits made.	Number of persons vaccinated.
Albany City Homœopathic Dispensary.....		1,560	.....	27	68	5
Albany Hospital Dispensary.....		8,243	5,076	.....	.....	15
Atlantic Avenue Dispensary, Brooklyn.....		6,713	8,703	350	538	.....
Bedford Dispensary, Brooklyn.....		8,299	7,869	386	594	95
Brooklyn Central Dispensary.....		20,553	23,204	.....	.....	.....
Brooklyn City Dispensary.....		16,404	16,515	.....	.....	.....
Brooklyn Diet Dispensary.....		.....	*90,969	6,291	623	.....
Brooklyn Eclectic Dispensary.....		6,350	8,237	112	162	12
Brooklyn Homœopathic Dispensary, E. D.....		11,598	17,000	.....	.....	.....
Brooklyn Homœopathic Hospital Dispensary.....		1,174	28,037	4180	.....	.....
Brooklyn Orthopedic Infirmary.....		1,548	.....	165	.....	.....
Buffalo Eye and Ear Infirmary.....		5,673	13,026	.....	.....	.....
Bushwick and East Brooklyn Dispensary.....		7,000	11,000	400	800	.....
Central Homœopathic Dispensary, Brooklyn.....		73,040	61,603	5,910	10,455	1,341
Demilt Dispensary, New York.....		12,236	13,209	1,065	1,205	.....
Dispensary of the Beth-Israel Hospital, New York.....		1,698	3,554	110	565	.....
Dispensary of the French Benevolent Society, New York.....		29,021	47,704	.....	.....	300
Dispensary of the German Hospital, New York.....		14,411	13,331	.....	.....	.....
Dispensary of the Long Island College Hospital, Brooklyn.....		3,512	9,456	271	1,337	13
Dispensary of the Memorial Hospital, Brooklyn.....		2,700	6,955	.....	1,067	.....
Dispensary of the New York Homœopathic Medical College and Hospital.....		8,425	46,954	1,573	20,505	.....
Dispensary of the New York Infirmary for Women and Children.....		1,855	6,217	.....	88	.....
Dispensary of the New York Medical College and Hospital for Women.....		88,013	69,818	.....	.....	.....
Dispensary of the Roosevelt Hospital, New York.....		4,725	6,594	.....	.....	.....
Dispensary of the Troy Hospital.....		6,742	20,848	1,867	3,672	156
Eclectic College Free Dispensary, New York.....		6,699	25,630	1,219	2,349	538
Gates Avenue Homœopathic Dispensary, Brooklyn.....		89,356	110,243	6,091	8,441	1,185
Good Samaritan Dispensary, New York.....		6,477	5,951	203	806	157
Harlem Dispensary.....		1,565	.....	.....	.....	.....
Harlem Eye, Ear and Throat Infirmary.....		.....	.....	.....	.....	.....
Homœopathic Medical College Dispensary, New York.....		6,804	.....	.....	.....	.....
Infirmary of the New York College of Dentistry.....		.....	.....	.....	.....	.....
Lucretia Mott Dispensary, Brooklyn.....		1,468	.....	.....	.....	.....
Metropolitan Dispensary, New York.....		44,840	129,442	3,819	7,234	574
New York Dispensary for Diseases of the Skin.....		455	.....	.....	.....	.....
Northern Dispensary, New York.....		11,815	25,051	3,759	9,392	.....
North-eastern Dispensary, New York.....		18,844	60,993	3,532	6,694	650
North-western Dispensary, New York.....		26,515	73,274	4,225	9,977	713
Orthopedic Dispensary, New York.....		2,197	173	.....	1,045	.....
St. Elizabeth's Dispensary, Utica.....		390	1,170	90	50	.....
St. Peter's Hospital Dispensary, Albany.....		4,049	4,833	10	23	.....
Southern Dispensary and Hospital, Brooklyn.....		6,944	.....	2	8	.....
Utica Dispensary.....		585	.....	.....	.....	.....
West Side German Dispensary, New York.....		9,450	1,500	150	225	150
Yorkville Dispensary and Hospital for Women and Children.....		.....	7,679	.....	.....	.....
Total.....		580,349	981,645	41,730	87,928	5,856

\* Diets given out.      + Treated by electricity.      # Apparatus furnished deformed children.

TABLE No. 30.

*Showing the name and location of the several State almshouses, the time at which the contract was entered into with the State, and the rate of support per week, respectively.*

STATE ALMSHOUSES.	Location.	Date of contract.	Rate of support per week.
Albany city.....	Albany.....	October 1, 1873	\$2 50
Suffolk county*.....	Yaphank.....	October 1, 1873	2 00
Delaware county.....	Delhi.....	October 1, 1873	2 25
St. Lawrence county.....	Canton.....	October 1, 1873	1 70
Erie county.....	Buffalo.....	October 1, 1873	2 00
Broome county.....	Binghamton.....	January 1, 1875	1 75
Jefferson county.....	Watertown.....	January 1, 1875	2 00
Onondaga county.....	Syracuse.....	January 1, 1875	2 00
Kings county.....	Flatbush.....	June 20, 1875	2 50
Oneida county.....	Rome.....	December 28, 1875	2 00
Seneca county.....	Waterloo.....	January 1, 1876	1 75
Monroe county.....	Rochester.....	December 4, 1877	2 00

\* Discontinued.

TABLE No. 31.

*Showing the several State almshouses to which State paupers were committed and the changes occurring in the number under their care from October 22, 1873, to September 30, 1892.*

STATE ALMSHOUSES.	Whole number committed.	Discharged.	Provided for by adoption or otherwise.	Absconded.	Transferred.	Sent out of the State to friends or places of settlement.	Died.	Remaining October 1, 1892.
Albany.....	2,705	936	6	315	20	1,358	67	3
Buffalo.....	5,571	1,422	33	347	29	3,630	101	6
Canton.....	273	84	3	34	7	77	52	16
Delhi.....	73	35	.....	20	1	10	6	1
Yaphank.....	1,110	76	5	85	1	937	6	.....
Binghamton.....	541	194	5	47	9	204	43	9
Syracuse.....	708	299	2	98	15	265	27	2
Watertown.....	195	49	4	26	12	95	9	.....
Flatbush.....	11,623	3,058	5	141	12	8,159	192	56
Rome.....	525	241	1	45	16	115	48	59
Waterloo.....	433	286	.....	66	5	46	18	12
Rochester.....	1,793	419	18	173	19	1,084	75	5
Total.....	25,520	7,099	82	1,397	146	15,980	647	169
Transferred cases in State insane hospitals.....								53
Transferred cases in orphan asylums.....								1
Aggregate.....								223



TABLE No. 32.

Showing the ages of the State paupers committed to the several State almshouses from October 22, 1873, to September 30, 1892.

STATE ALMSHOUSES.	Under twenty years.	Twenty years and under thirty.	Thirty years and under forty.	Forty years and under fifty.	Fifty years and under sixty.	Sixty years and under seventy.	Over seventy years.	Total.
Albany .....	409	653	570	434	287	216	136	2,705
Buffalo .....	1,508	1,363	1,024	668	456	343	209	5,571
Canton .....	35	47	45	36	28	50	32	273
Delhi.....	6	9	12	16	10	13	7	73
Yaphank .....	47	416	335	172	89	45	6	1,110
Binghamton.....	70	82	107	80	57	52	63	511
Syracuse .....	149	158	144	105	59	44	49	708
Watertown.....	62	42	40	17	12	11	11	195
Flatbush.....	2,472	3,184	2,560	1,679	927	550	251	11,623
Rome .....	33	123	169	83	56	36	25	525
Waterloo .....	10	37	58	63	79	111	75	433
Rochester .....	344	426	324	235	201	155	108	1,793
Total.....	5,145	6,540	5,388	3,588	2,261	1,626	972	25,520

TABLE No. 33.

Showing the changes which occurred in the several State almshouses during the year ending September 30, 1892.

STATE ALMSHOUSES.	Number of inmates October 1, 1891.	Number committed during the year.	Whole number supported.	Discharged.	Adopted.	Absconded.	Transferred.	Sent out of the State.	Died.	REMAINING OCTOBER 1, 1892.		
										Male.	Female.	Total.
Albany .....	8	105	113	43	.....	5	.....	55	4	2	1	3
Buffalo.....	3	264	267	64	.....	.....	.....	196	1	3	3	6
Canton.....	15	12	27	3	.....	.....	.....	2	6	16	.....	16
Delhi.....	.....	3	3	2	.....	.....	.....	.....	.....	1	.....	1
Binghamton.....	15	27	42	20	.....	3	3	5	2	8	1	9
Syracuse.....	9	33	42	19	.....	12	1	8	.....	2	.....	2
Watertown.....	1	7	8	4	.....	.....	.....	2	2	.....	.....	.....
Flatbush. ....	53	800	858	187	.....	12	.....	585	18	35	21	56
Rome.....	62	37	99	12	.....	4	.....	21	3	36	23	59
Waterloo .....	12	25	37	14	.....	6	.....	3	2	12	.....	12
Rochester .....	4	54	58	19	.....	3	.....	29	2	4	1	5
Total.. .....	187	1,367	1,554	387	.....	45	4	909	40	119	50	169
Transferred cases in State insane hospitals .....										43	10	53
Transferred cases in orphan asylums .....										1	.....	1
Aggregate.....										163	60	223

TABLE No. 34.

Showing the years in which State paupers in the care of the several State almshouses September 30, 1892, were committed.

STATE ALMSHOUSES.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	Total.
Albany .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Buffalo .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Canton .....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
Delhi .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Binghamton .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
Syracuse .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Watertown .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flatbush .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rome.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterloo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rochester .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Transferred cases .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	8	2	1	5	5	10	9	5	1	14	8	7	14	16	19	24	22	14	44	223



TABLE No. 35.

Showing the number of State paupers committed each year since the act went into operation, October 22, 1873.

	Male.	Female.	Total.
For the year ending September 30, 1874.....	513	50	563
For the year ending September 30, 1875.....	566	88	654
For the year ending September 30, 1876.....	514	119	633
For the year ending September 30, 1877.....	707	165	872
For the year ending September 30, 1878.....	920	190	1,120
For the year ending September 30, 1879.....	1,326	261	1,587
For the year ending September 30, 1880.....	1,023	320	1,343
For the year ending September 30, 1881.....	1,046	327	1,373
For the year ending September 30, 1882.....	1,024	368	1,392
For the year ending September 30, 1883.....	1,033	393	1,426
For the year ending September 30, 1884.....	1,373	514	1,892
For the year ending September 30, 1885.....	1,409	439	1,848
For the year ending September 30, 1886.....	1,252	354	1,606
For the year ending September 30, 1887.....	1,247	370	1,617
For the year ending September 30, 1888.....	1,317	348	1,665
For the year ending September 30, 1889.....	1,369	388	1,757
For the year ending September 30, 1890.....	1,133	307	1,440
For the year ending September 30, 1891.....	1,026	339	1,365
For the year ending September 30, 1892.....	1,095	272	1,367
Aggregate.....	19,908	5,612	25,520

TABLE No. 36.

Showing the number of insane in the custody of institutions of this State, October 1, 1892.

INSTITUTIONS.	Men.	Women.	Total.
In State hospitals :			
Utica State Hospital.....	410	427	837
Hudson River State Hospital.....	473	388	861
Middletown State Homœopathic Hospital.....	435	419	854
Buffalo State Hospital.....	312	313	625
Willard State Hospital.....	1,018	1,097	2,115
Binghamton State Hospital.....	524	672	1,196
St. Lawrence State Hospital.....	296	299	595
Rochester State Hospital.....	185	216	401
Total in State hospitals.....	3,653	3,831	7,484
In Asylum for Insane Criminals.....	326	22	348
Total in State hospitals and asylums.....	3,979	3,853	7,832
In city asylums and city almshouses :			
New York city.....	2,638	3,129	5,767
Kings county.....	894	1,226	2,120
Kingston city.....	0	0	0
Newburgh city.....	1	2	3
Poughkeepsie city.....	0	0	0
Oswego city.....	0	0	0
Total.....	3,533	4,357	7,890
In county asylums and county poor-houses :			
Albany.....	6	7	13
Allegany.....	0	0	0
Broome.....	4	3	7
Cattaraugus.....	0	0	0
Cayuga.....	0	0	0
Chautauqua.....	0	0	0
Chemung.....	0	0	0
Chenango.....	0	0	0
Clinton.....	1	0	1
Columbia.....	0	0	0
Cortland.....	0	0	0
Delaware.....	0	0	0
Dutchess.....	0	0	0
Erie.....	158	166	324
Essex.....	0	0	0
Franklin.....	0	0	0
Fulton.....	0	0	0
Genesee.....	0	0	0
Greene.....	2	1	3
Herkimer.....	0	0	0

TABLE No. 36 — (*Concluded*).

INSTITUTIONS.	Men.	Women.	Total.
Jefferson .....	4	15	19
Lewis.....	1	0	1
Livingston .....	0	0	0
Madison .....	4	2	6
Monroe .....	0	0	0
Montgomery .....	0	0	0
Niagara .....	0	0	0
Oneida .....	127	154	281
Onondaga .....	0	0	0
Ontario .....	0	0	0
Orange .....	32	32	64
Orleans .....	0	2	2
Oswego.....	0	0	0
Otsego .....	0	1	1
Putnam .....	0	0	0
Queens .....	45	53	98
Rensselaer .....	0	0	0
Richmond.....	0	0	0
Rockland .....	0	0	0
St. Lawrence .....	0	1	1
Saratoga .....	0	0	0
Schenectady .....	0	0	0
Schoharie.....	0	0	0
Seneea .....	0	0	0
Steuben.....	0	0	0
Suffolk .....	9	13	22
Sullivan.....	0	0	0
Tioga .....	0	0	0
Tompkins .....	0	0	0
Ulster .....	0	0	0
Warren .....	0	0	0
Washington.....	0	0	0
Wayne .....	6	5	11
Westchester .....	0	0	0
Wyoming .....	0	0	0
Yates .....	0	0	0
Total .....	399	455	854
In private asylms:			
Bloomington Asylum, New York.....	144	152	296
Sanford Hall, Flushing .....	11	15	26
Brigham Hall, Canandaigua .....	27	30	57
Marshall Infirmary, Troy.....	57	69	126
Providence Retreat, Buffalo .....	30	84	114
St. Vincent's Retreat, Harrison .....	.....	57	57
Long Island Home, Amityville.....	40	42	82
Home for Insane, Pleasantville.....	2	5	7
Dr. Wells' Sanitarium, Brooklyn .....	.....	15	15
Vernon House, Bronxville.....	2	1	3
"Falkirk," Central Valley, Orange county .....	4	7	11
Dr. Parsons' Home, Sing Sing .....	1	1	2
"Dungarthe," Hill View, Lake George .....	0	0	0
"Waldemere," Mamaroneck.....	10	4	14
Glenmary Home, Owego .....	5	21	26
Dr. Combes' Sanitarium, Wood Haven, L. I.....	15	13	28
Breezelhurst Terrace, Whitestone, L. I.....	9	6	15
"The Pines," Auburn .....	1	1	2
Total .....	358	523	881
Aggregate.....	8,269	9,188	17,457



TABLE No. 37.

Showing the number of insane in the institutions of the State  
October 1, 1892, by counties.

COUNTIES.	In State hospitals.	In the Asylum for Insane Criminals.	In city asylums and city almshouses.	In county asylums and county poorhouses.	In private asylums.	Total.
Albany.....	508	15	.....	13	3	539
Allegany.....	74	1	.....	.....	4	79
Broome.....	118	1	.....	7	2	128
Cattaraugus.....	62	5	.....	.....	4	71
Cayuga.....	154	4	.....	.....	3	161
Chautauqua.....	116	2	.....	.....	1	119
Chemung.....	125	5	.....	.....	2	132
Chenango.....	95	3	.....	.....	1	99
Clinton.....	70	2	.....	1	.....	73
Columbia.....	109	4	.....	.....	.....	113
Cortland.....	45	.....	.....	.....	.....	45
Delaware.....	87	3	.....	.....	.....	90
Dutchess.....	253	6	.....	.....	3	262
Erie.....	353	11	.....	324	77	765
Essex.....	46	1	.....	.....	.....	47
Franklin.....	49	4	.....	.....	.....	53
Fulton.....	83	1	.....	.....	.....	84
Genesee.....	41	.....	.....	.....	.....	41
Greene.....	61	.....	.....	3	.....	64
Hamilton.....	6	.....	.....	.....	.....	6
Herkimer.....	79	2	.....	.....	.....	81
Jefferson.....	99	5	.....	19	1	124
Kings.....	66	14	2,120	.....	101	2,301
Lewis.....	62	.....	.....	1	.....	63
Livingston.....	63	.....	.....	.....	1	64
Madison.....	94	3	.....	6	1	104
Monroe.....	451	18	.....	.....	20	489
Montgomery.....	107	2	.....	.....	.....	109
New York.....	175	132	5,767	.....	351	6,425
Niagara.....	150	2	.....	.....	1	153
Oneida.....	171	6	.....	281	1	459
Onondaga.....	309	11	.....	.....	7	327
Ontario.....	123	1	.....	.....	3	127
Orange.....	184	6	3	64	.....	257
Orleans.....	54	.....	.....	2	1	57
Oswego.....	156	5	.....	.....	2	163
Otsego.....	81	1	.....	1	1	84
Putnam.....	25	.....	.....	.....	.....	25
Queens.....	194	5	.....	98	13	310
Rensselaer.....	359	5	.....	.....	125	489
Richmond.....	101	3	.....	.....	1	105
Rockland.....	58	1	.....	.....	1	60
St. Lawrence.....	118	7	.....	1	1	127
Saratoga.....	148	5	.....	.....	1	154
Schenectady.....	58	1	.....	.....	4	63
Schoharie.....	55	2	.....	.....	.....	57
Schuyler.....	44	.....	.....	.....	1	45
Seneca.....	79	2	.....	.....	4	85
Steuben.....	154	5	.....	.....	4	163
Suffolk.....	114	7	.....	22	5	148
Sullivan.....	73	3	.....	.....	.....	76
Tioga.....	55	.....	.....	.....	4	59
Tompkins.....	72	1	.....	.....	4	77
Ulster.....	214	7	.....	.....	1	222
Warren.....	50	2	.....	.....	.....	52
Washington.....	58	4	.....	.....	.....	62
Wayne.....	51	1	.....	11	3	66
Westchester.....	351	10	.....	.....	21	382
Wyoming.....	26	1	.....	.....	1	28
Yates.....	51	.....	.....	.....	.....	51
Total.....	7,387	348	7,890	854	785	*17,264

\* Exclusive of 101 from other States and countries; 53 State paupers; 13 transferred from the Soldiers and Sailors' Home; 4 insane Indians; and 22 private patients in two of the State hospitals. Total, 17,457.

TABLE No. 38.

Showing the itemized and classified quarterly expenditures for the support and care of State paupers for the fiscal year ending September 30, 1892.

QUARTERS.	For removals to State alms-houses.	For maintenance, cloth- ing, medical attend- ance and care in State alms-houses.	For maintenance, cloth- ing, medical attend- ance and care in State insane hospitals.	For maintenance, cloth- ing, medical attend- ance and care in orphan asylums.	For removals from the State to other States and countries.	For miscellaneous ex- penses and printing.	For salary of assistant secretary, pursuant to chap. 464, Laws of 1874.	Total.
Quarter ending December 31, 1891.	\$206 41	\$5,753 50	\$4,106 61	\$23 00	\$1,885 07	.....	\$625 00	\$12,599 59
Quarter ending March 31, 1892 ...	142 58	6,270 66	1,889 49	22 75	2,081 90	\$36 90	625 00	11,069 28
Quarter ending June 30, 1892.....	156 15	5,415 55	1,838 21	22 75	1,709 83	8 90	625 00	9,776 39
Quarter ending September 30, 1892.	135 42	5,275 96	1,848 16	23 00	2,087 40	36 90	625 00	10,031 84
Total.....	\$640 56	\$22,715 67	\$9,682 47	\$91 50	\$7,764 20	\$82 70	\$2,500 00	\$43,477 10



TABLE No. 39.

Showing the average number of persons in the county poor-houses and city alms-houses of the State of New York, and the number of persons temporarily relieved from 1868 to 1892, inclusive.

	Average number supported in poor-houses and alms-houses.	Number temporarily relieved.
1868.		
County poor-houses.....	7,362	50,953
City alms-houses.....	7,697	160,946
	15,059	211,899
1869.		
County poor-houses.....	6,782	95,297
City alms-houses.....	7,803	54,589
	14,585	149,886
1870.		
County poor-houses.....	6,456	56,771
City alms-houses.....	8,887	45,025
	15,343	101,796
1871.		
County poor-houses.....	6,338	56,906
City alms-houses.....	8,500	39,286
	14,838	96,192
1872.		
County poor-houses.....	6,334	42,431
City alms-houses.....	8,284	32,453
	14,618	74,884
1873.		
County poor-houses.....	6,774	44,863
City alms-houses.....	8,557	36,777
	15,331	81,640
1874.		
County poor-houses.....	6,456	70,469
City alms-houses.....	8,841	51,922
	15,297	122,391

TABLE NO. 39 — (*Continued*).

	Average number supported in poor-houses and alms-houses.	Number temporarily relieved.
1875.		
County poor-houses.....	6,548	88,422
City alms-houses.....	8,686	70,789
	15,234	159,211
1876.		
County poor-houses.....	6,919	90,404
City alms-houses.....	8,894	55,349
	15,813	145,753
1877.		
County poor-houses.....	6,841	114,893
City alms-houses.....	9,203	66,968
	16,044	181,861
1878.		
County poor-houses.....	6,840	101,149
City alms-houses.....	9,961	58,072
	16,801	159,221
1879.		
County poor-houses.....	6,754	62,673
City alms-houses.....	9,116	17,179
	15,870	79,852
1880.		
County poor-houses.....	6,581	61,275
City alms-houses.....	9,765	16,317
	16,346	77,592
1881.		
County poor-houses.....	6,174	50,418
City alms-houses.....	9,974	26,730
	16,148	77,148



TABLE NO. 39 — (*Continued*).

	Average number supported in poor-houses and alms-houses.	Number temporarily relieved.
1882.		
County poor-houses.....	6,410	42,251
City alms-houses.....	10,097	27,168
	16,507	69,419
1883.		
County poor-houses.....	6,351	48,277
City alms-houses.....	10,965	12,277
	17,316	60,554
1884.		
County poor-houses.....	6,816	43,677
City alms-houses.....	11,454	10,539
	18,270	54,216
1885.		
County poor-houses.....	6,985	42,779
City alms-houses.....	11,909	12,811
	18,804	55,590
1886.		
County poor-houses.....	7,026	37,277
City alms-houses.....	12,000	11,867
	19,026	49,144
1887.		
County poor-houses.....	6,994	37,465
City alms-houses.....	12,096	8,589
	19,090	46,045
1888.		
County poor-houses.....	6,800	38,607
City alms-houses.....	12,815	10,343
	19,615	48,950

TABLE No. 39 — (*Concluded*).

	Average number supported in poor-houses and alms-houses.	Number temporarily relieved.
1889.		
County poor-houses.....	7,159	48,288
City alms-houses.....	13,590	11,473
	20,749	59,761
1890.		
County poor-houses.....	7,011	44,148
City alms-houses.....	13,689	52,870
	20,700	97,018
1891.		
County poor-houses.....	6,329	52,546
City alms-houses.....	14,427	78,992
	20,756	131,538
1892.		
County poor-houses.....	5,871	48,731
City alms-houses . . . . .	15,047	82,708
	20,918	131,439



TABLE No. 40.

*Showing the expenditures for support in the county poor-houses and city alms-houses of the State of New York, and the disbursements for temporary relief, from 1868 to 1892, inclusive.*

	For support.	For temporary relief.	Total.
1868.			
County poor-houses..	\$687,631 20	\$525,795 75	\$1,213,426 95
City alms-houses....	939,450 47	155 230 82	1,094,681 29
	\$1,627,071 67	\$681,026 57	\$2,308,108 24
1869.			
County poor-houses..	\$633,708 50	\$697 068 14	\$1,330,776 64
City alms-houses....	980,156 98	284,893 43	1,265,050 41
	\$1,613,865 48	\$981,961 57	\$2,595,827 05
1870.			
County poor-houses..	\$568,521 45	\$618,938 90	\$1,187,460 35
City alms-houses....	1,112,948 84	293,916 25	1,405,865 09
	\$1,681,470 29	\$911,855 15	\$2,593,325 44
1871.			
County poor-houses..	\$585,994 25	\$584,522 06	\$1,170,516 31
City alms-houses....	1,008,298 45	235,830 91	1,324,129 36
	\$1,674,292 70	\$820,352 97	\$2,494,645 67
1872.			
County poor-houses..	\$563,291 69	\$502,297 23	\$1,065,588 92
City alms-houses....	1,056,777 18	225,912 28	1,282,689 46
	\$1,620,068 87	\$728,209 51	\$2,348,278 38
1873.			
County poor-houses..	\$617,424 28	\$501,115 47	\$1,118,539 75
City alms-houses....	1,112,731 48	214,635 38	1,327,366 86
	\$1,730,155 76	\$715,750 85	\$2,445,906 61
1874.			
County poor-houses..	\$616,038 44	\$615,496 93	\$1,231,535 37
City alms-houses....	1,009,964 55	252,780 66	1,262,745 21
	\$1,626,002 99	\$886,277 59	\$2,494,280 58

TABLE NO. 40 — (*Continued*).

	For support.	For temporary relief.	Total.
1875.			
County poor-houses..	\$662,206 66	\$634,548 44	\$1,296,755 10
City alms-houses....	1,080,268 49	242,563 57	1,322,832 06
	\$1,742,475 15	\$877,112 01	\$2,619,587 16
1876.			
County poor-houses..	\$627,346 84	\$727,150 69	\$1,354,997 53
City alms-houses....	1,013,616 06	210,894 99	1,224,511 05
	\$1,641,462 90	\$938,045 68	\$2,579,508 58
1877.			
County poor-houses..	\$646,930 14	\$804,972 15	\$1,451,902 29
City alms-houses....	1,041 915 83	267,937 84	1,309,853 67
	\$1,688,845 97	\$1,072,909 99	\$2,761,755 96
1878.			
County poor-houses..	\$562,689 80	\$615,220 15	\$1,177,909 95
City alms-houses....	986,647 58	161,045 62	1,147,693 20
	\$1,549,337 38	\$776,265 77	\$2,325,603 15
1879.			
County poor-houses..	\$592,874 33	\$625,546 42	\$1,218,420 75
City alms-houses....	1,025,993 30	66,919 35	1,092,912 65
	\$1,618,867 63	\$692,465 77	\$2,311,333 40
1880.			
County poor-houses..	\$576,500 36	\$609,522 94	\$1,186,023 30
City alms-houses....	1,037,081 54	85,984 91	1,123,066 45
	\$1,613,581 90	\$695,507 85	\$2,309,089 75
1881.			
County poor-houses..	\$583,809 39	\$584,398 73	\$1,168,208 12
City alms-houses....	1,096,645 93	75,952 30	1,172,598 23
	\$1,680,455 32	\$660,351 03	\$2,340,806 35



TABLE NO. 40 — (*Continued*).

	For support.	For temporary. relief.	Total.
1882.			
County poor-houses..	\$626,562 47	\$494,289 98	\$1,120,852 45
City alms-houses....	1,122,862 51	64,884 16	1,187,746 67
	\$1,749,424 98	\$559,174 14	\$2,308,599 12
1883.			
County poor-houses..	\$634,869 51	\$505,413 43	\$1,140,282 94
City alms-houses....	1,324,967 05	74,573 98	1,399,541 03
	\$1,959,836 56	\$579,987 41	\$2,539,823 97
1884.			
County poor-houses..	\$657,531 67	\$518,689 56	\$1,176,221 23
City alms-houses....	1,269,784 44	52,500 98	1,322 285 42
	\$1,927,316 11	\$571,190 54	\$2,498,506 65
1885.			
County poor-houses..	\$675,586 91	\$525,536 42	\$1,201,123 33
City alms-houses....	1,306,967 79	66,959 18	1,373,926 97
	\$1,982,554 70	\$592,495 60	\$2,575,051 30
1886.			
County poor-houses..	\$667,057 23	\$530,018 97	\$1,197,076 20
City alms-houses....	1,342,288 75	97,248 15	1,439,536 90
	\$2,009,345 98	\$627,267 12	\$2,636,613 10
1887.			
County poor-houses..	\$678 037 76	\$498,866 10	\$1,176,903 86
City alms-houses....	1,332,086 92	94,168 97	1,426,255 89
	\$2,010,124 68	\$593,035 07	\$2,603,159 75
1888.			
County poor-houses..	\$665,792 98	\$509,724 75	\$1,175,517 73
City alms-houses....	1,855,613 67	66,791 08	1,922,404 75
	\$2,521,406 65	\$576,515 83	\$3,097,922 48

TABLE NO. 40 — (*Concluded*).

	For support.	For temporary relief	Total.
1889.			
County poor-houses..	\$702,894 07	\$583,879 63	\$1,286,773 70
City alms-houses....	2,292,667 79	87,791 73	2,380,459 52
	\$2,995,561 86	\$671,671 36	\$3,667,233 22
1890.			
County poor-houses..	\$701,402 47	\$497,564 45	\$1,198,966 92
City alms-houses....	2,046,824 02	74,074 41	2,120,898 43
	\$2,748,226 49	\$571,638 86	\$3,319,865 35
1891.			
County poor-houses..	\$713,396 49	\$581,190 42	\$1,294,586 91
City alms-houses....	2,112,091 99	73,464 43	2,185,556 42
	\$2,825,488 48	\$654,654 85	\$3,480,143 33
1892.			
County poor-houses..	\$658,257 69	\$605,579 17	\$1,263,836 86
City alms-houses....	2,151,180 51	76,355 82	2,227,536 33
	2,809,438 20	\$681,934 99	\$3,491,373 19





TWENTY-SIXTH ANNUAL REPORT  
OF THE  
MANAGERS  
OF THE  
HUDSON RIVER STATE HOSPITAL,  
FOR THE YEAR 1892.

TRANSMITTED TO THE LEGISLATURE JANUARY, 1893.

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ALBANY :  
JAMES B. LYON, STATE PRINTER.  
1893.





# STATE OF NEW YORK.

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No. 7.

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## IN SENATE,

JANUARY, 1893.

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### TWENTY-SIXTH ANNUAL REPORT

OF THE

### MANAGERS OF THE HUDSON RIVER STATE HOSPITAL.

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POUGHKEEPSIE, *December* 17, 1892.

To the Hon. WILLIAM F. SHEEHAN,

*Lieutenant-Governor and President of the Senate:*

SIR.—Herewith is submitted the annual report of the Managers of the Hudson River State Hospital.

Very respectfully yours,

AMASA J. PARKER.

FRANK B. LOWN.

JAMES ROOSEVELT.

GEORGE F. SHRADY, M. D.

W. H. MASE.

CHAS. P. McCLELLAND.

J. SHERRY.

JOHN I. PLATT.

LEWIS STUYVESANT CHANLER.





# OFFICERS OF THE HOSPITAL.

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## MANAGERS.

AMASA J. PARKER, <i>President</i> .....	Albany.
FRANK B. LOWN, <i>Vice-President</i> .....	Poughkeepsie.
WILLARD H. MASE .....	Matteawan.
JAMES ROOSEVELT.....	Hyde Park.
CHARLES P. McCLELLAND.....	Dobbs Ferry.
JOHN I. PLATT.....	Poughkeepsie.
J. SHERRY .....	Troy.
GEORGE F. SHRADY, M. D.....	New York city.
LEWIS STUYVESANT CHANLER.....	Barrytown.

## SECRETARY AND TREASURER.

ALLISON BUTTS.....	Poughkeepsie.
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## RESIDENT OFFICERS.

JOS. M. CLEAVELAND, M. D..	<i>Superintendent.</i>
SELWYN A. RUSSELL, M. D...	<i>First Assistant Physician.</i>
CHAS. H. LANGDON, M. D....	<i>Second Assistant Physician.</i>
RALPH W. PARSONS, M. D...	<i>Third Assistant Physician.</i>
ISHAM G. HARRIS, M. D....	<i>Fourth Assistant Physician</i>
CAROLINE M. PEASE, M. D ...	<i>Resident Woman Physician</i>
D. PORTER LORD.....	<i>Steward.</i>
MARY E. GORDON....	<i>Matron.</i>





# R E P O R T.

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## *To the Legislature:*

During the year ending September 30, 1892, 1,150 patients — 658 men and 492 women — received treatment at the hospital. Of this number, 553 — 495 men and 358 women — were present at the beginning of the year, and 297 — 163 men and 134 women — were received subsequently. The whole number discharged during the year was 289 — 185 men and 104 women. Of the 289 discharged, eighty-five — fifty-two men and thirty-three women — had recovered; thirty-one — seventeen men and fourteen women — had improved; fifty-three — forty men and thirteen women — were unimproved; seven — four men and three women — were not insane; and 113 — seventy-two men and forty-one women — died. Of the thirty-one improved patients, twenty-seven — fourteen men and thirteen women — went to their homes; one woman was transferred to Marshall Infirmary, Troy, N. Y.; one man was delivered to friends to go to Europe, and two men eloped. Of the fifty-three unimproved — four — three men and one woman — went home; thirty-four — thirty-three men and one woman — were transferred to State Asylum for Insane Criminals, Matteawan, N. Y.; one man was taken to Long Island Home, Amityville, N. Y.; eleven women were transferred to Marshall Infirmary, Troy, N. Y., and three men eloped.

Of the 113 deaths the causes were as follows: Chronic cystitis in one woman, typhoid fever in three men, cirrhosis of liver in one man, old age and bronchial catarrh in one woman, death by asphyxia in one man, exhaustion from mental disease and la grippe in five women, typhilitis in one man, cerebral effusion in two women, œdema of the lungs in one woman, diarrhœa and exhaustion from mental disease in five men and two women, pulmonary tuberculosis in fourteen men and five women, general paresis in fifteen



men and one woman, exhaustion from mental disease in eight men and two women, old age and exhaustion from mental disease in eight men and seven women, pneumonia in eight men and two women, epilepsy in one man and two women, apoplexy in two men and two women, Bright's disease in one man and one woman, pleurisy in one woman, syphilis in two women, cardiac disease in three men and four women, and gangrene of extremities in one man. The deaths were thirteen and one-third per cent. of the average daily population.

The daily average under treatment for the year was 848 — being of men  $482\frac{252}{366}$  and of women  $365\frac{114}{366}$ . The largest number of patients in the house at any one time was 863 — 490 men and 373 women. The number remaining September 30, 1892, was 861 — 473 men and 388 women.

In October and November, 1891, typhoid fever made its appearance in several wards occupied by men, and attacked twelve patients and two attendants. The south short corridor of ward A 2, and the north short corridors of wards C 1 and C 2, were used for the isolation of these cases. Fearing an epidemic during the winter a cheap wooden structure was put up in a field some 800 feet south of the main buildings, but separated from them by a large grove, but soon after its completion the fever disappeared and the building has since been used by patients as a shoe-mending shop. The cause of the typhoid outbreak has not been ascertained. All basements and air passages were carefully examined, and all parts of the buildings were apparently in a good sanitary condition. The sources of milk supply were carefully investigated but with negative results. Directions were given that only distilled water for drinking purposes should be used in the men's wards. This was followed almost immediately by an improvement in the general health of the house. Not only was there a subsidence of the fever but also of diarrhœa, which at the time was very prevalent. The marked improvement that attended the introduction of distilled water would seem to point to the river water as the cause of the existing sickness. But that the reservoir water supply was uncontaminated is evident from the fact that no disease followed its use in the department for women, and from

the further fact that the fever occurred in only two of the four buildings occupied by men patients. Each of these two buildings takes its supply from the end of a long branch pipe that connects with the main, and it is possible that some change in the water may be due to these "dead" ends.

The statistics for the year ending September 30, 1892, and for the entire period from the opening of the hospital in 1871, are contained in the following report of the Superintendent.

*To the Managers :*

The accompanying tables, compiled from the records of the hospital, present the principal facts and results for the year ending September 30, 1892, and also for the entire period from the opening of the hospital in October, 1871, to the close of the present fiscal year, September 30, 1892.



TABLE No. 1.

*Showing the movement of the population during the fiscal year, 1892.*

	Men.	Women.	Total.
Number present September 30, 1891	495	358	853
Number admitted during the year	163	134	297
Whole number under treatment	658	492	1,150
Discharged recovered	52	33	85
Discharged improved, sent home	14	13	27
Discharged improved, transferred to Marshall Infirmary	.....	1	1
Discharged improved, to go to Europe	1	.....	1
Discharged improved, eloped	2	.....	2
Discharged improved, total	17	14	31
Discharged unimproved, sent home	3	1	4
Discharged unimproved, transferred to State Asylum for Insane Criminals, Matteawan, N. Y.	33	1	34
Discharged unimproved, transferred to Long Island Home, Amityville, N. Y.	1	.....	1
Discharged unimproved, transferred to Marshall Infirmary, Troy, N. Y.	.....	11	11
Discharged unimproved, eloped	3	.....	3
Discharged unimproved, total	40	13	53
Discharged, not insane	4	3	7
Died	72	41	113
Number present September 30, 1892	473	388	861
Highest number present at any one time	490	373	863
Daily average	482 $\frac{252}{366}$	365 $\frac{114}{366}$	848

TABLE No. 2.

Showing the movement of the population from the opening of the hospital, October 21, 1871, to the close of the fiscal year 1892.

	Men.	Women.	Total.
Total number of admissions .....	2,764	2,232	4,996
Total number discharged recovered .....	632	546	1,178
Total number discharged improved, went home .....	263	248	511
Total number discharged improved, transferred to Willard Asylum .....	9	11	20
Total number discharged improved, transferred to Binghamton Asylum .....	15	11	26
Total number discharged improved, transferred to county house .....	13	20	33
Total number discharged improved, transferred to Homœopathic Asylum, Middletown, N. Y. ....	.....	1	1
Total number discharged improved, transferred to Sanitarium, Clifton Springs, N. Y. ....	.....	1	1
Total number discharged improved, transferred to Bloomingdale Asylum, N. Y. ....	.....	1	1
Total number discharged improved, transferred to Mount Hope Asylum, Baltimore, Md. ....	1	.....	1
Total number discharged improved, transferred to Pennsylvania Asylum for Insane, Philadelphia, Penn .....	.....	1	1
Total number discharged improved, transferred to State Asylum for Criminals, Auburn, N. Y. ....	1	.....	1
Total number discharged improved, transferred to Emigrants' Asylum, New York .....	1	.....	1
Total number discharged improved, transferred to New York City Asylum .....	1	.....	1
Total number discharged improved, transferred to Queens County Asylum, Mineola, N. Y. ....	1	.....	1
Total number discharged improved, transferred to State Alms-house, Flatbush, N. Y. ....	1	.....	1
Total number discharged improved, transferred to Brunswick Hall, Amityville, N. Y. ....	1	.....	1
Total number discharged improved, transferred to Sanford Hall, Flushing, N. Y. ....	1	.....	1
Total number discharged improved, transferred to State Alms-house, Albany, N. Y. ....	2	.....	2
Total number discharged improved, transferred to Marshall Infirmary, Troy, N. Y. ....	.....	1	1
Total number discharged improved, to go to Europe .....	1	.....	1



TABLE No. 2 — (Concluded).

	Men.	Women.	Total.
Total number discharged improved, eloped .....	37	.....	37
Total number discharged improved.....	348	295	643
Total number discharged unimproved, went home.....	176	158	334
Total number discharged unimproved, transferred to Willard Asylum. ....	192	230	422
Total number discharged unimproved, transferred to Binghamton Asylum.....	160	145	305
Total number discharged unimproved, transferred to county house.....	71	92	163
Total number discharged unimproved, transferred to Utica Asylum.....	1	.....	1
Total number discharged unimproved, transferred to Homœopathic Asylum, Middle- town, N. Y. ....	5	6	11
Total number discharged unimproved, transferred to State Asylum for Criminals, Au- burn, N. Y. ....	20	4	24
Total number discharged unimproved, transferred to Bloomingdale Asylum.....	.....	1	1
Total number discharged unimproved, transferred to Providence Asylum, Buffalo, N.Y. .	.....	1	1
Total number discharged unimproved, transferred to New York City Asylum.....	12	1	13
Total number discharged unimproved, transferred to Queens County Asylum, Mincola, N. Y. ....	15	23	38
Total number discharged unimproved, transferred to Emigrants' Asylum, New York. .	2	.....	2
Total number discharged unimproved, transferred to Saratoga County Jail .....	1	1	2
Total number discharged unimproved, transferred to Alms-house, Albany, N. Y. ....	1	1	2
Total number discharged unimproved, transferred to Marshall Infirmary, Troy, N. Y. . .	2	12	14
Total number discharged unimproved, transferred to private asylum, Northampton, Mass.	1	.....	1
Total number discharged unimproved, transferred to Home for Incurables, Fordham, N. Y. ....	.....	1	1
Total number discharged unimproved, transferred to Seamen's Retreat, Staten Island, N. Y. ....	1	.....	1

Total number discharged unimproved, transferred to Cromwell's Hall, Cromwell, Conn.	.....	2	2
Total number discharged unimproved, transferred to Commissioners of Emigration for return to Ireland .....	.....	1	1
Total number discharged unimproved, transferred to Vassar Brothers Hospital, Poughkeepsie, N. Y.....	.....	1	1
Total number discharged unimproved, transferred to Ulster County Asylum, New Paltz.	3	7	10
Total number discharged unimproved, transferred to Bellevue Hospital, New York city.	1	.....	1
Total number discharged unimproved, transferred to Mt. Hope Asylum, Baltimore, Md.	1	.....	1
Total number discharged unimproved, transferred to Alms-house, Middletown, Conn....	1	.....	1
Total number discharged unimproved, transferred to Brigham Hall, Canandaigua, N. Y.	1	.....	1
Total number discharged unimproved, transferred to State Asylum for Insane Criminals, Matteawan, N. Y.....	33	1	34
Total number discharged unimproved, transferred to Long Island Home, Amityville, N. Y.	1	.....	1
Total number discharged unimproved, eloped.....	27	.....	27
Total number discharged unimproved .....	728	688	1,416
Total number died .....	554	302	856
Total number discharged, not insane .....	28	11	39
Total number discharged or died.....	2,291	1,844	4,135



TABLE No. 3.

*Showing the residence of patients present September 30, 1891, of those admitted during the year, and of those present September 30, 1892.*

	PRESENT SEPTEMBER 30, 1891.			ADMITTED DURING THE YEAR.			PRESENT SEPTEMBER 30, 1892.		
	Men.	Women.	Total.	Men	Women.	Total.	Men.	Women.	Total.
Albany .....	8	11	19	1	2	3	7	11	18
Clinton .....	12	10	22	.....	.....	.....	11	10	21
Columbia .....	35	31	66	7	12	19	31	37	68
Delaware .....	.....	2	2	1	.....	1	.....	2	2
Dutchess .....	76	69	145	53	24	77	96	68	164
Greene .....	12	6	18	.....	1	1	10	7	17
Kings .....	5	7	12	1	.....	1	4	6	10
New York .....	44	29	73	12	7	19	21	33	54
Orange .....	.....	2	2	1	.....	1	1	2	3
Putnam .....	7	1	8	4	4	8	8	3	11
Queens .....	30	21	51	.....	1	1	23	17	40
Rensselaer .....	89	61	150	24	36	60	83	72	155
Richmond .....	22	2	24	1	.....	1	21	1	22
Rockland .....	1	.....	1	.....	.....	.....	1	.....	1
Saratoga .....	.....	.....	.....	3	.....	3	2	.....	2
Schenectady .....	1	.....	1	.....	.....	.....	.....	.....	.....
Schoharie .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seneca .....	1	.....	1	.....	.....	.....	.....	.....	.....
Suffolk .....	.....	.....	.....	1	.....	1	1	.....	1
Ulster .....	60	50	110	4	5	9	51	47	98

Warren.....	4	7	11	.....	.....	.....	4	6	10
Washington.....	18	11	29	7	11	18	15	16	31
Westchester.....	70	38	108	43	31	74	82	50	132
State of New York .....	1	.....	1	.....	.....	.....	1	.....	1
Total .....	495	358	853	163	134	297	473	388	861



TABLE No. 4.

*Showing the form of mental disease in those admitted during the year and those admitted since the opening of the hospital.*

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Mania, acute . . . . .	19	23	42	458	454	912
Mania, subacute . . . . .	2	18	20	77	132	209
Mania, chronic . . . . .	9	26	35	118	208	326
Mania, recurrent . . . . .	3	2	5	40	20	60
Melancholia . . . . .	71	32	103	764	722	1,486
Dementia . . . . .	37	26	63	911	638	1,549
General paresis . . . . .	14	3	17	302	24	326
Imbecility . . . . .	4	2	6	49	22	71
Alcoholism . . . . .	.....	.. . . .	.....	14	2	16
Idiocy . . . . .	.....	.....	.....	1	.....	1
Not insane . . . . .	4	2	6	30	10	40
Total . . . . .	163	134	297	2,764	2,232	4,996

TABLE No. 5.

Showing duration of insanity previous to admission in those admitted during the year, and in those admitted since the opening of the hospital.

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Congenital.....	.....	.....	.....	22	6	28
Under one month.....	19	20	39	407	344	751
One to three months.....	25	14	39	404	354	758
Three to six months.....	9	16	25	268	267	535
Six to nine months.....	8	9	17	137	127	264
Nine months to one year.....	3	2	5	122	99	221
One year to eighteen months.....	10	12	22	129	89	218
Eighteen months to two years.....	1	2	3	91	53	144
Two to three years.....	10	10	20	128	91	219
Three to four years.....	6	5	11	74	61	135
Four to five years.....	2	5	7	40	37	77
Five to ten years.....	8	10	18	146	94	240
Ten to fifteen years.....	11	6	17	93	53	146
Fifteen to twenty years.....	3	5	8	42	19	61
Twenty to thirty years.....	14	4	18	46	23	69
Thirty years and upwards.....	4	2	6	14	15	29
Not insane.....	4	2	6	25	10	35
Unascertained.....	26	10	36	576	490	1,066
Total.....	163	134	297	2,764	2,232	4,996



TABLE No. 6.

*Showing the nativity of those admitted during the year and those admitted since the opening of the hospital.*

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Connecticut . . . . .	1	3	4	28	27	55
Delaware . . . . .	.....	.....	.....	.....	2	2
District of Columbia . . . . .	.....	.....	.....	2	2	4
Georgia . . . . .	.....	.....	.....	3	3	6
Illinois . . . . .	1	1	2	4	2	6
Indiana . . . . .	.....	.....	.....	1	.....	1
Louisiana . . . . .	.....	.....	.....	1	1	2
Maine . . . . .	.....	.....	.....	7	5	12
Maryland . . . . .	.....	.....	.....	7	3	10
Massachusetts . . . . .	3	.....	3	28	20	48
Michigan . . . . .	.....	.....	.....	2	3	5
New Hampshire . . . . .	.....	.....	.....	3	2	5
New Jersey . . . . .	4	.....	4	25	15	40
New York . . . . .	96	71	167	1,645	1,177	2,822
North Carolina . . . . .	.....	.....	.....	3	4	7
Ohio . . . . .	1	1	2	5	8	13
Pennsylvania . . . . .	1	1	2	14	18	32
Rhode Island . . . . .	.....	1	1	5	4	9
South Carolina . . . . .	.....	.....	.....	7	3	10
Vermont . . . . .	.....	1	1	13	11	24
Virginia . . . . .	1	.....	1	6	6	12





TABLE No. 6 — (Concluded).

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Poland .....	.....	.....	.....	4	2	6
Prussia .....	.....	.....	.....	5	2	7
Russia .....	1	.....	1	4	1	5
Scotland .....	4	2	6	23	16	39
South America .....	.....	.....	.....	.....	1	1
Sweden .....	.....	3	3	7	6	13
Switzerland .....	1	.....	1	12	3	15
Wales .....	.....	.....	.....	2	3	5
Born at Sea .....	.....	.....	.....	1	.....	1
Unascertained .....	1	1	2	74	94	168
Total foreign born .....	54	55	109	954	912	1,866
Grand total .....	163	134	297	2,764	2,232	4,996

TABLE No. 7.

Showing the occupation of those admitted during the year, and of those admitted since the opening of the hospital.

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Axemake	.....	.....	.. ...	1	.....	1
Accountants	.....	.....	.....	3	.....	3
Actor	.....	.....	.....	1	.....	1
Agents	.....	.....	.....	26	.....	26
Architect	.....	.....	.....	2	.....	2
Army officers	.....	.....	.....	2	.....	2
Artists	.....	.....	.....	4	.....	4
Banker	.....	.....	.....	2	.....	2
Bakers	.....	.....	.....	10	.....	11
Barkeepers	.....	.....	.....	19	.....	20
Barbers	.....	.....	.....	11	.....	11
Beer bottler	.....	.....	.....	1	.....	1
Boatmen	.....	.....	.....	24	.....	24
Basketmaker	.....	.....	.....	.....	.....	1
Boat builder	.....	.....	.....	1	.....	1
Bookkeepers	.....	.....	.....	33	.....	33
Brickmakers	.....	.....	.....	5	.....	5
Brokers	.....	.....	.....	14	.....	14
Blacksmiths	.....	.....	.....	25	.....	25
Brushmakers	.....	.....	.....	4	.....	4
Bookbinders	.....	.....	.....	1	.....	2
Butchers	.....	.....	.....	23	.....	23
Bellhanger	.....	.....	.....	1	.....	1



TABLE No. 7 — (Continued).

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total	Men.	Women.	Total.
Boilermakers .....	.....	.....	.....	3	.....	3
Coal carrier .....	.....	.....	.....	1	.....	1
Cabinetmakers .....	.....	.....	.....	9	.....	9
Carpenters .....	12	.....	12	107	.....	107
Carriage trimmers .....	.....	.....	.....	2	.....	2
Cement burners .....	.....	.....	.....	2	.....	2
Cheesemaker .....	.....	.....	.....	1	.....	1
Carpet weavers .....	1	.....	1	3	.....	3
Clerks .....	7	.....	7	137	1	138
Combmakers .....	.....	.....	.....	1	1	2
Collectors .....	.....	.....	.....	2	.....	2
Coachmen .....	.....	.....	.....	11	.....	11
Calico printer .....	.....	.....	.....	1	.....	1
Confectioners .....	.....	.....	.....	2	.....	2
Civil engineers .....	2	.....	2	8	.....	8
Cooks .....	1	1	2	4	9	13
Clergymen .....	.....	.....	.....	14	.....	14
Coopers .....	.....	.....	.....	13	.....	13
Contractors .....	.....	.....	.....	3	.....	3
Collarmakers .....	.....	.....	.....	2	5	7
Cork-legmakers .....	.....	.....	.....	1	.....	1
Cow herders .....	.....	.....	.....	4	.....	4
Curriers .....	.....	.....	.....	2	.....	2
Chiropodists .....	.....	.....	.....	1	1	2

Dentists.....	2	.....	2	.....	6	.....	6
Distillers.....	.....	.....	.....	.....	2	.....	2
Draughtsmen.....	.....	.....	.....	.....	2	.....	2
Dressmakers.....	.....	4	4	.....	.....	30	30
Druggists.....	1	.....	1	.....	12	.....	12
Dyers.....	.....	.....	.....	.....	2	.....	2
Deputy sheriff.....	.....	.....	.....	.....	1	.....	1
Dredge hand.....	.....	.....	.....	.....	1	.....	1
Excise commissioner.....	.....	.....	.....	.....	1	.....	1
Engineers.....	.....	.....	.....	.....	12	.....	12
Engraver.....	.....	.....	.....	.....	1	.....	1
Errand boys.....	.....	.....	.....	.....	5	.....	5
Evangelist.....	.....	.....	.....	.....	1	.....	1
Electricians.....	.....	.....	.....	.....	4	.....	4
Factory superintendents.....	.....	.....	.....	.....	3	.....	3
Factory operatives.....	1	4	5	.....	19	56	75
Farmers and farm laborers.....	13	.....	13	.....	456	.....	456
File-forgers.....	.....	.....	.....	.....	2	.....	2
Fishermen.....	.....	.....	.....	.....	8	.....	8
Freighters.....	.....	.....	.....	.....	4	.....	4
Gardeners.....	.....	.....	.....	.....	20	.....	20
Glassblowers.....	2	.....	2	.....	2	.....	2
Grocers.....	1	.....	1	.....	15	.....	15
Glovemaker.....	.....	.....	.....	.....	1	.....	1
Hunter.....	.....	.....	.....	.....	1	.....	1
Hatters.....	.....	.....	.....	.....	13	.....	13
Harnessmakers.....	.....	.....	.....	.....	10	.....	10
Horse trainers.....	.....	.....	.....	.....	5	.....	5
Housekeepers.....	.....	60	60	.....	.....	1,230	1,230
Housework.....	.....	41	41	.....	.....	511	511
Hotel porter.....	.....	.....	.....	.....	1	.....	1



TABLE No. 7 — (Continued).

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Iron workers.....	1	.....	1	25	.....	25
Inventors.....	.....	.....	.....	2	.....	2
Inspectors of lumber .....	.....	.....	.....	2	.....	2
Journalists.....	.....	.....	.....	6	.....	6
Keeper in prison .....	.....	.....	.....	1	.....	1
Laborers.....	51	.....	51	652	.....	652
Locomotive engineers.....	2	.....	2	3	.....	3
Locomotive firemen.....	.....	.....	.....	3	.....	3
Lather .....	.....	.....	.....	1	.....	1
Laundrymen and laundresses .....	.....	.....	.....	3	21	24
Lawyers.....	.....	.....	.....	23	.....	23
Liverymen.....	.....	.....	.....	4	.....	4
Longshoreman .....	.....	.....	.....	1	.....	1
Letter carrier.....	.....	.....	.....	1	.....	1
Lumber dealers.....	.....	.....	.....	5	.....	5
Mariners .....	3	.....	3	46	.....	46
Machinists .....	5	.....	5	27	.....	27
Manufacturers .....	.....	.....	.....	12	.....	12
Marble cutters .....	.....	.....	.....	2	.....	2
Masons.....	8	.....	8	48	.....	48
Merchants .....	6	.....	6	78	.....	78
Milliners.....	.....	2	2	.....	9	9
Missionary.....	.....	.....	.....	.....	1	1
Millers.....	.....	.....	.....	7	.....	7

Miners.....	.....	.....	.....	.....	.....
Music dealer.....	.....	.....	.....	.....	.....
Music teacher.....	.....	.....	.....	.....	.....
Milkman .....	.....	.....	.....	.....	.....
Night watchmen.....	.....	.....	.....	.....	.....
Nurses.....	.....	.....	.....	.....	8
Oil cloth printer .....	.....	.....	.....	.....	1
Organists .....	.....	.....	.....	.....	3
Oystermen .....	.....	.....	.....	.....	4
Painters and varnishers.....	.....	.....	.....	.....	50
Patternmakers .....	.....	.....	.....	.....	3
Papermakers .....	.....	.....	.....	.....	3
Peddlers .....	.....	.....	.....	.....	21
Paymaster.....	.....	.....	.....	.....	1
Pipe carver .....	.....	.....	.....	.....	1
Pilots ..	.....	.....	.....	.....	4
Paver .....	.....	.....	.....	.....	1
Photographers .....	.....	.....	.....	.....	3
Physicians ..	.....	.....	.....	.....	27
Pianomakers .....	.....	.....	.....	.....	3
Plumbers .....	.....	.....	.....	.....	10
Printers .....	.....	.....	.....	.....	22
Policemen.....	.....	.....	.....	.....	5
Porters .....	.....	.....	.....	.....	2
Pumpmaker .....	.....	.....	.....	.....	1
Quarrymen .....	.....	.....	.....	.....	6
Railroad employes.....	.....	.....	.....	.....	12
Salesmen and saleswomen..	.....	.....	.....	.....	15
Steamfitter ..	.....	.....	.....	.....	1
Stock dealer.....	.....	.....	.....	.....	1
Saloon keepers ..	.....	.....	.....	.....	23



TABLE NO. 7 — (Concluded).

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Seamstress .....	.....	.....	.....	.....	30	30
Shirtmaker.....	.....	.....	.....	.....	1	1
Ship caulkers.....	.....	.....	.....	3	.....	3
Stenographers.....	1	1	2	2	1	3
Shopkeepers.....	.....	.....	.....	.....	2	2
Shoemaker.....	2	.....	2	40	.....	40
Silkweaver.....	.....	.....	.....	1	.....	1
Sister of Mercy.....	.....	.....	.....	.....	1	1
Stone cutters .....	.....	.....	.....	11	.....	11
Stone polisher.....	.....	.....	.....	1	.....	1
Students.....	3	1	4	23	9	32
Stewards .....	.....	.....	.....	2	.....	2
Sashmakers .....	1	.....	1	2	.....	2
Silkwarper .....	.....	.....	.....	1	.....	1
Spiritual medium.....	.....	.....	.....	1	.....	1
Tailor and tailoresses.....	1	1	2	29	7	36
Tanners.....	.....	.....	.....	3	.....	3
Tallow chandler.....	.....	.....	.....	1	.....	1
Tool sharpener.....	.....	.....	.....	1	.....	1
Teachers.....	.....	1	1	9	55	64
Telegraph operators.....	.....	.....	.....	3	2	5
Teamsters .....	5	.....	5	43	.....	43
Tinsmiths .....	1	.....	1	5	.....	5
Tin foil roller.....	.....	.....	.....	1	.....	1

Tobacconist.....	1	.....	1	.....	21	.....	21
Undertaker.....	.....	.....	.....	.....	1	.....	1
Upholsterers .....	.....	.....	.....	.....	2	.....	2
Waiters. ....	.....	.....	.....	.....	10	2	12
Wagonmakers.....	.....	.....	.....	.....	8	.....	8
Watchmen....	.....	.....	.....	.....	10	.....	10
Wood carvers .....	.....	.....	.....	.....	3	.....	3
Workers in brass .....	.....	.....	.....	.....	9	.....	9
Worker in oil....	.....	.....	.....	.....	1	.....	1
Workers in rubber. ....	.....	.....	.....	.....	7	.....	7
No occupation.....	6	14	20	150	196	346	
Unascertained.....	.....	.....	.....	26	29	55	
Total.....	163	134	297	2,764	2,232	4,996	



TABLE No. 8.

*Showing the alleged exciting causes of insanity of those admitted during the year, and of those admitted since the opening of the hospital.*

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Apoplexy .....	.....	.....	.....	14	12	26
Abuse of drugs .....	.....	.....	..	2	.....	2
Arrest of mental development .....	.....	.....	..	27	9	36
Bright's disease .....	.....	.....	.....	1	.....	1
Business perplexities .....	.....	.....	.....	37	.....	37
Chorea .....	.....	.....	..	1	2	3
Catamenial suppression .....	.....	.....	.....	.....	4	4
Cerebral embolism .....	.....	.....	.....	2	.....	2
Cinchonism .....	.....	.....	.....	1	2	3
Climacteric .....	.....	5	5	.....	10	10
Dysmenorrhœa .....	.....	.....	.....	.....	1	1
Domestic trouble .....	2	3	5	3	7	10
Disappointment in love ..	.....	3	3	1	3	4
Epilepsy .....	8	6	14	168	107	275
Electric shock .....	.....	.....	.....	1	.....	1
Exhaustion from heat .....	.....	.....	.....	3	3	6
Excessive use of tobacco .....	1	.....	1	4	.....	4
Excessive study .....	.....	.....	.....	3	.....	3
Heart disease .....	1	.....	1	3	.....	3
Hypochondriasis .....	.....	.....	.....	1	2	3
Hysteria .....	.....	.....	.....	.....	2	2
Ill health .....	10	13	23	99	220	319

Injury to head . . . . .	7	2	9	85	16	101
Injury, bodily . . . . .	.....	..	.....	10	1	11
Injury from fall . . . . .	.....	.....	.....	2	.....	2
Intemperance . . . . .	48	11	59	471	64	535
Inhalation of chloroform and extraction of teeth . . . . .	.....	.....	.....	.....	1	1
Inhalation of laughing-gas and extraction of teeth . . . . .	.....	.....	.....	.....	2	2
Inhaling camphor . . . . .	.....	.....	.....	.....	1	1
Intermittent fever . . . . .	.....	.....	.....	1	.....	1
Lead poisoning . . . . .	.....	.....	.....	4	.....	4
Loss of sleep . . . . .	.....	1	1	60	46	106
Loss of sight . . . . .	1	1	2	5	2	7
Loss of hearing . . . . .	.....	.....	.....	1	.....	1
Lactation and pregnancy . . . . .	.....	.....	.....	.....	3	3
La Grippe . . . . .	10	4	14	12	6	18
Moral causes — anxiety — grief — fright, etc . . . . .	3	14	17	57	122	179
Masturbation . . . . .	7	1	8	104	7	111
Menopause . . . . .	.....	.....	.....	.....	60	60
Meningitis . . . . .	.....	.....	.....	2	1	3
Metastasis of mumps . . . . .	.....	.....	.....	1	.....	1
Military hardship . . . . .	.....	.....	.....	1	.....	1
Multiple sclerosis . . . . .	.....	.....	.....	.....	1	1
Nostalgia . . . . .	.....	.....	.....	2	2	4
Nicotine poisoning . . . . .	.....	.....	.....	1	.....	1
Old age . . . . .	4	10	14	102	98	200
Overwork . . . . .	.....	11	11	30	42	72
Over excitement . . . . .	.....	.....	.....	1	.....	1
Opium habit . . . . .	2	.....	2	11	14	25
Phthisis . . . . .	.....	.....	.....	55	49	104
Poverty and privation . . . . .	.....	.....	.....	1	7	8
Prolonged lactation . . . . .	.....	.....	.....	.....	5	5
Pneumonia . . . . .	.....	.....	.....	2	1	3



TABLE NO. 8— (Concluded).

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Political excitement.....	.....	.....	.....	4	.....	4
Puerperal. ....	.....	4	4	.....	161	161
Paludal poisoning.....	.....	.....	.....	2	.....	2
Pregnancy and chorea .....	.....	.....	.....	.....	1	1
Puberty .....	.....	.....	.....	.....	4	4
Physical disability.....	.....	.....	.....	1	.....	1
Religious excitement.....	.....	2	2	7	.....	14
Rheumatism .....	.....	.....	.....	1	2	3
Sunstroke .....	3	.....	3	56	8	64
Syphilis .....	5	.....	5	21	9	30
Spiritualism .....	.....	.....	.....	1	2	3
Scarlet fever.....	1	.....	1	3	3	6
Surgical operation.. ..	.....	.....	.....	1	1	2
Typhoid fever.....	.....	1	1	6	5	11
Venereal excess.....	2	.....	2	9	.....	9
Not insane .. ..	4	2	6	25	10	35
Unascertained.....	44	40	84	1,235	1,084	2,319
Total .....	163	134	297	2,764	2,232	4,996

TABLE No. 9.

*Showing the statistics of hereditary transmissions in those admitted during the year and in those admitted since the opening of the hospital.*

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Paternal branch.....	11	8	19	193	136	329
Maternal branch.....	5	15	20	205	243	448
Paternal and maternal branches.....	1	1	2	27	33	60
Collateral branches.....	24	24	48	174	167	341
Unascertained.....	122	86	208	2,165	1,653	3,818
Total .....	163	134	297	2,764	2,232	4,996



TABLE No. 10.

*Showing the ages of those admitted during the year, and of those admitted since the opening of the hospital.*

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
From five to ten years.....	.....	.....	.....	4	1	5
From ten to fifteen years.....	1	.....	1	14	4	18
From fifteen to twenty years.....	4	7	11	108	91	199
From twenty to twenty-five years.....	15	9	24	295	244	539
From twenty-five to thirty years.....	15	12	27	369	268	637
From thirty to thirty-five years.....	21	15	36	366	275	641
From thirty-five to forty years.....	20	20	40	360	295	655
From forty to fifty years.....	41	32	73	514	465	979
From fifty to sixty years.....	26	21	47	371	305	676
From sixty to seventy years.....	12	9	21	227	168	395
From seventy to eighty years.....	6	6	12	107	77	184
From eighty to ninety years.....	2	3	5	22	31	53
From ninety to one hundred years.....	.....	.....	.....	1	.....	1
Unascertained.....	.....	.....	.....	6	8	14
Total .....	163	134	297	2,764	2,232	4,996

TABLE No. 11.

*Showing the civil condition of those admitted during the year, and of those admitted since the opening of the hospital.*

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Married .....	73	53	126	1,223	1,055	2,278
Single.....	77	58	135	1,316	817	2,133
Widowed.....	11	20	31	182	321	503
Divorced. ....	1	1	2	12	11	23
Unascertained.....	1	2	3	31	28	59
Total.....	163	134	297	2,764	2,232	4,996



TABLE No. 12.

*Showing the degree of education of those admitted during the year, and of those admitted since the opening of the hospital.*

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Collegiate .....	2	.....	2	83	9	92
Academic .....	9	12	21	58	60	118
Common school .....	118	91	209	1,898	1,618	3,516
Read and write .....	.....	.....	.....	155	3	158
Read only .....	12	9	21	165	185	350
No education .....	17	16	33	313	276	589
Unascertained .....	5	6	11	91	81	172
Deaf-mutes .....	.....	.....	.....	1	.....	1
Total .....	163	134	297	2,764	2,232	4,996

TABLE No. 13.

*Showing the form of insanity in the 85 cases discharged recovered during the year and in the 1,178 cases discharged recovered since the opening of the hospital.*

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
Mania, acute.....	15	9	24	246	208	454
Mania, subacute. ....	7	6	13	25	37	62
Melancholia.....	30	17	47	251	257	508
Dementia .....	.....	1	1	100	44	144
Alcoholism .....	.....	.....	.....	10	.....	10
Total ....	52	33	85	632	546	1,178



TABLE No. 14.

Showing the duration of insanity previous to admission and the period under treatment in the eighty-five cases discharged recovered during the year.

	BEFORE ADMISSION.			UNDER TREATMENT.		
	Men.	Women.	Total.	Men.	Women.	Total.
Under one month . . . . .	17	8	25	1	.....	1
One to three months . . . . .	11	6	17	6	3	9
Three to six months . . . . .	11	4	15	20	12	32
Six to nine months . . . . .	3	2	5	7	6	13
Nine months to one year . . . . .	.....	.....	.....	5	2	7
One year to eighteen months . . . . .	.....	4	4	8	4	12
Eighteen months to two years . . . . .	.....	.....	.....	1	1	2
Two to three years . . . . .	1	1	2	3	5	8
Three to four years . . . . .	.....	1	1	1	.....	1
Four to five years . . . . .	.....	1	1	.....	.....	.....
Five to ten years . . . . .	1	.....	1	.....	.....	.....
Ten to twenty years . . . . .	1	1	2	.....	.....	.....
Unascertained . . . . .	7	5	12	.....	.....	.....
Total . . . . .	52	33	85	52	33	85

TABLE No. 15.

*Showing the duration of insanity previous to admission and the period under treatment in the 1,178 cases discharged recovered since the opening of the hospital.*

	BEFORE ADMISSION.			PERIOD UNDER TREATMENT.		
	Men.	Women.	Total.	Men.	Women.	Total.
Under one month.....	185	122	307	16	5	21
One to three months.....	181	165	346	116	76	192
Three to six months. ....	81	73	154	182	145	327
Six to nine months.....	42	44	86	110	132	242
Nine months to one year.....	12	25	37	50	46	96
One year to eighteen months.....	20	24	44	87	75	162
Eighteen months to two years.....	5	8	13	23	23	46
Two years to three years.....	9	7	16	29	24	53
Three to four years.....	8	7	15	14	16	30
Four to five years. ....	1	5	6	2	2	4
Five to ten years.....	7	3	10	3	2	5
Ten to twenty years.....	2	2	4	.....	.....	.....
Unascertained.....	79	61	140	.....	.....	.....
Total.....	632	546	1,178	632	546	1,178



TABLE No. 16.

*Showing the number of admissions of those admitted during the year and of those admitted since the opening of the hospital.*

	ADMITTED DURING THE YEAR.			SINCE OPENING OF THE HOSPITAL.		
	Men.	Women.	Total.	Men.	Women.	Total.
First.....	128	114	242	2,461	2,047	4,508
Second.....	29	17	46	241	147	388
Third.....	3	2	5	40	27	67
Fourth or more.....	3	1	4	22	11	33
Total number of individuals.....	152	132	284	2,461	2,047	4,508
Total number of cases.....	163	134	297	2,764	2,232	4,996

TABLE No. 17.

*Showing the movement of population during each quarter of the fiscal year 1892.*

	Men.	Women.	Total.
Total number of admissions during the quarter ending December 31, 1891.....	28	26	54
Total number of discharges.....	20	11	31
Total number of deaths.....	18	11	29
Whole number present within the quarter.....	523	384	907
Number present December 31, 1891....	485	362	847
Total number of admissions during the quarter ending March 31, 1892.....	41	26	67
Total number of discharges.....	7	10	17
Total number of deaths.....	28	14	42
Whole number present within the quarter.....	526	388	914
Number present March 31, 1892.....	491	364	855
Total number of admissions during the quarter ending June 30, 1892.....	53	47	100
Total number of discharges.....	54	20	74
Total number of deaths.....	15	9	24
Whole number present within the quarter.....	544	411	955
Number present June 30, 1892.....	475	382	857
Total number of admissions during the quarter ending September 30, 1892.....	41	35	76
Total number of discharges..	32	22	54
Total number of deaths.....	11	7	18
Whole number present within the quarter.....	516	417	933
Number present September 30, 1892.....	473	388	861



TABLE No. 18.  
*Showing monthly admissions, discharges and deaths for the fiscal year 1892.*

	ADMISSIONS.			DISCHARGES.			DEATHS.		
	Men.	Women.	Total.	Men.	Women.	Total.	Men.	Women.	Total.
October, 1891 .....	7	9	16	5	5	10	7	6	13
November, 1891 .....	7	9	16	11	4	15	4	1	5
December, 1891 .....	14	8	22	4	2	6	7	4	11
January, 1892 .....	10	10	20	2	6	8	7	7	14
February, 1892 .....	16	3	19	1	2	3	12	4	16
March, 1892 .....	15	13	28	4	2	6	9	3	12
April, 1892 .....	11	12	23	3	6	9	5	3	8
May, 1892 .....	16	13	29	11	4	15	6	4	10
June, 1892 .....	26	22	48	40	10	50	4	2	6
July, 1892 .....	13	4	17	11	2	13	6	2	8
August, 1892 .....	13	12	25	11	7	18	2	2	4
September, 1892 .....	15	19	34	10	13	23	3	3	6
Total .....	163	134	297	113	63	176	72	41	113

TABLE No. 19.

Showing length of residence in the hospital and the duration of insanity of those patients present September 30, 1892.

	RESIDENCE IN HOSPITAL.			DURATION OF INSANITY.		
	Men.	Women.	Total.	Men.	Women.	Total.
Under one month .....	15	18	33	3	3	6
One to three months .....	22	14	36	4	5	9
Three to six months .....	33	38	71	10	8	18
Six to nine months .....	23	15	38	6	9	15
Nine months to one year .....	14	10	24	7	10	17
One year to eighteen months .....	108	71	179	8	10	18
Eighteen months to two years .....	49	29	78	10	20	30
Two to three years .....	80	65	145	48	41	89
Three to four years .....	37	34	71	32	21	53
Four to five years .....	29	27	56	28	30	58
Five to ten years .....	50	51	101	100	95	195
Ten to fifteen years .....	8	12	20	99	48	147
Fifteen to twenty years .....	5	4	9	32	31	63
Twenty to thirty years .....	.....	.....	.....	74	44	118
Thirty to forty years .....	.....	.....	.....	4	7	11
Forty to fifty years .....	.....	.....	.....	7	5	12
Fifty to sixty years .....	.....	.....	.....	1	1	2
Total .....	473	388	861	473	388	861



TABLE No. 20.

*Showing the age at the time of death of the patients who died during the year.*

	Men.	Women.	Total.
Twenty to twenty-five years.....	1	1	2
Twenty-five to thirty years.....	....	1	1
Thirty to thirty-five years.....	8	3	11
Thirty-five to forty years .....	12	5	17
Forty to fifty years.....	13	8	21
Fifty to sixty years .....	16	7	23
Sixty to seventy years .....	12	5	17
Seventy to eighty years.....	6	8	14
Eighty to ninety years.....	4	3	7
Ninety to one hundred years.....	....	....	....
Total.....	72	41	113

TABLE No. 21.

*Showing the suicidal and homicidal attempts and tendencies of patients admitted during the year.*

	Men.	Women.	Total.
Meditated suicide.....	8	12	20
Threatened homicide.....	7	11	18
Attempted homicide .....	1	2	3
Threatened suicide .....	10	12	22
Threatened suicide and homicide.....	7	9	16
Total.....	33	46	79

TABLE No. 22.

Table of mortality showing the causes of death in the 113 patients who died during the year, and the form of insanity in each at time of admission.

FORM OF INSANITY.	TOTAL.		CHRONIC CYSTITIS.		TYPHOID FEVER.		CIRRHOSIS OF LIVER.		OLD AGE AND BRONCHIAL CATARRH.		DEATH BY ASPHYXIA.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania.....	8	4	....	....	....	....	1	....	....	....	....	....
Chronic mania..	3	8	....	....	....	....	....	....	....	....	....	....
Melancholia.....	20	11	....	1	2	....	....	....	....	....	....	....
Dementia..	29	17	....	....	1	....	....	....	....	1	....	....
General paresis....	12	1	....	....	....	....	....	....	....	....	....	....
Total.....	72	41	....	1	3	....	1	....	....	1	....	....



TABLE No. 22 — (Continued).

FORM OF INSANITY.	EXHAUSTION MENTAL DISEASE— LAGRIFFE.		TYPHILITIS.		CEREBRAL EFFU- SION.		CEDEMA OF THE LUNGS.		DIARRHEA AND EXHAUSTION MENTAL DISEASE.		PULMONARY TUBERCULOSIS.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania.....	...	2	....	....	....	....	....	....	2	....	....	....
Chronic mania.....	....	2	....	....	....	....	....	....	1	....	1	1
Melancholia.....	....	1	1	....	....	....	1	1	4	1	3	3
Dementia.....	....	....	....	....	....	2	....	....	1	....	1	1
General paresis.....	....	....	....	....	....	....	....	....	....	....	....	....
Total.....	....	5	1	....	2	2	....	1	5	2	14	5

TABLE No. 22 — (Continued).

FORM OF INSANITY.	GENERAL PARESIS.		EXHAUSTION FROM MENTAL DISEASE.		OLD AGE AND EXHAUSTION FROM MENTAL DISEASE.		PNEUMONIA.		EPILEPSY.		APOPLEXY.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania .....	2	...	3	...	...	...	...	...	...	...	1	...
Chronic mania .....	...	...	...	1	1	1	...	1	...	1	...	1
Melancholia .....	1	...	3	1	1	1	1	...	...	...	...	...
Dementia .....	...	...	2	...	5	2	7	2	1	1	1	1
General paresis .....	12	1	...	...	...	...	...	...	...	...	...	...
Total .....	15	1	8	2	8	7	8	2	1	2	2	2



TABLE No. 22 — (Concluded).

FORM OF INSANITY.	BRIGHT'S DISEASE.		PLEURISY.		SYPHILIS.		CARDIAC DISEASE.		GANGRENE OF EXTREMITIES.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	2	. . . . .	1	. . . . .	. . . . .
Chronic mania . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Melancholia . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	2	2	. . . . .	. . . . .
Dementia . . . . .	1	1	. . . . .	. . . . .	. . . . .	. . . . .	1	1	1	. . . . .
General paresis . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total . . . . .	1	1	. . . . .	1	. . . . .	2	3	4	1	. . . . .

TABLE No. 23.

Table of mortality, showing the causes of death in the 56 patients who died since the opening of the hospital and the form of insanity in each at the time of admission.

FORM OF INSANITY.	TOTAL.		GENERAL PARESIS.		PULMONARY TUBERCULOSIS.		EXHAUSTION FROM MENTAL DISEASE.		OLD AGE AND EXHAUSTION.		APOPLEXY.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania .....	75	72	....	....	13	15	35	35	1	2	2	2
Subacute mania .....	5	5	....	....	....	1	1	....	1	....	....	....
Chronic mania .....	13	24	....	....	3	4	3	5	1	3	....	2
Recurrent mania .....	1	....	....	....	....	....	....	....	1	....	....	....
Melancholia .....	106	89	....	....	30	31	20	17	9	7	3	7
Dementia .....	180	95	....	....	21	13	13	8	47	30	16	11
General paresis .....	170	16	176	18	....	....	....	....	....	....	....	....
Alcoholism .....	2	1	....	....	....	....	....	....	....	....	1	....
Imbecility .....	2	....	....	....	1	....	....	....	....	....	....	....
Total .....	554	302	176	18	68	64	72	65	60	42	22	22



TABLE No. 23 — (*Continued*).

FORM OF INSANITY.	EPILEPSY.		CARDIAC DISEASE.		PNEUMONIA.		CEREBRO SPINAL MENINGITIS.		SUICIDE.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania.....	2	1	1	1	5	3	2	2	1	.....
Subacute mania....	.....	.....	1	.....	.....	1	.....	1	1	.....
Chronic mania.....	.....	2	1	1	2	.....	.....	.....	.....	.....
Recurrent mania .....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....
Melancholia.. .....	5	1	3	6	8	2	.....	2	7	3
Dementia.....	19	4	8	1	20	3	.....	.....	2	.....
General paresis.....	...	.....	.....	.....	1	.....	.....	.....	.....	.....
Alcoholism.....	...	.....	1	.....	.....	.....	.....	.....	.....	.....
Imbecility.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	26	8	15	9	36	9	2	5	11	3

TABLE No. 23 — (Continued).

FORM OF INSANITY.	MARASMUS.		BRIGHT'S DISEASE.		PERITONITIS.		MENINGITIS.		MANIA A POTU.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania .....	....	....	1	....	1	..	2	1	....	....
Subacute mania .....	....	....	....	1	....	....	....	....	....	....
Chronic mania .....	....	....	....	1	....	1	....	....	....	....
Melancholia .....	2	3	1	....	1	1	1	..	....	....
Dementia .....	....	2	2	4	....	1	1	....	....	....
Alcoholism .....	....	....	....	....	....	....	....	....	1	1
Total .....	2	5	4	6	2	3	4	1	1	1



TABLE No. 23 — (Continued).

FORM OF INSANITY.	CHRONIC DIARRHŒA.		DYSENTERY.		PLEURISY.		OLD AGE AND PARALYSIS.		PHLEGMONOUS ERYSIPELAS.		EMBOLISM.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania .....	...	...	...	...	1	1	...	...	2	...	1	...
Chronic mania .....	...	...	...	1	...	...	...	...	...	...	...	...
Melancholia .....	1	...	...	...	...	...	...	...	...	1	...	...
Dementia ..	5	1	1	...	...	...	...	...	...	...	...	...
General paresis .....	2	3	...	...	1	1	3	1	3	...	3	...
Total .....	8	4	1	1	2	2	3	1	5	1	4	...

TABLE No. 23 -- (Continued).

FORM OF INSANITY.	PARALYSIS.		POST PHARYN-GEAL ABSCESS.		PARALYSIS AND GANGRENE OF THE EXTREMITIES.		ILLEOCOLITIS.		NEPHRITIS EMPYEMA AND EXHAUSTION.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania.....	1	....	....	1	....	....	....	....	....	1
Chronic mania.....	....	....	....	....	....	....	....	....	....	....
Melancholia.....	1	....	....	....	....	....	....	....	....	....
Dementia.....	....	....	....	1	2	....	1	....	....	....
Total.....	2	....	....	2	2	....	1	....	....	1



TABLE No. 23 — (Continued).

FORM OF INSANITY.	PERFORATING RECTAL ULCER AND PERITONITIS.		RUPTURE OF OVARIAN CYST.		COMPRESSION OF BRAIN.		SYPHILITIC DISEASE OF BRAIN.		CERVICAL ABSCESS.		DIABETES AND ALBUMINURIA.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania .....	...	...	...	...	1	...	...	3	...	...	...	...
Chronic mania .....	...	...	...	1	...	...	...	...	...	...	...	...
Melancholia .....	...	1	...	...	...	...	...	...	...	1	1	...
Dementia .....	...	...	...	...	...	...	...	1	...	...	...	...
Total .....	...	1	...	1	1	..	...	4	...	1	1	...

TABLE No. 23 — (Continued).

FORM OF INSANITY.	CIRRHOSIS OF LIVER.		CARCINOMA.		GANGRENE OF EXTREMITIES.		LEUCOCYTHÆMIA.		INTESTINAL AND PULMONARY TUBERCULOSIS.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania.....	1	...	...	...	...	1	...	...	...	...
Sub-acute mania....	...	...	...	...	...	...	...	...	...	...
Chronic mania.....	...	...	...	...	...	...	...	...	...	...
Melancholia.....	...	...	...	2	...	...	...	1	...	...
Dementia....	1	...	...	...	2	...	...	...	1	...
General paresis....	...	...	...	...	...	...	...	...	...	...
Imbecility .....	...	...	...	...	...	...	...	...	...	...
Total.....	2	...	...	2	2	1	...	1	1	...



TABLE No. 23 — (Continued).

FORM OF INSANITY.	SECONDARY HEMORRHAGE.		GANGRENE OF LUNGS		PERFORATING ULCER OF DUO- DENUM AND PERITONITIS.		EDEMA OF THE LUNGS.		PACHY MENINGI- TIS HEMORRHAGICA.		EXHAUSTION FROM CARBUNCLE AND OLD AGE.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania .....	...	...	...	...	...	1	1	...	...	...	...	...
Subacute mania .....	...	...	...	...	...	...	1	...	...	...	...	...
Chronic mania .....	...	...	...	...	...	...	1	...	...	...	...	...
Melancholia .....	1	...	1	...	...	...	...	1	...	...	...	...
Dementia .....	...	...	...	...	...	...	2	...	...	...	...	1
General paresis .....	...	...	...	...	...	...	1	...	...	...	...	...
Imbecility .....	...	...	...	...	...	...	...	...	1	...	...	...
Total .....	1	...	1	...	...	1	6	1	1	...	...	1

TABLE No. 23 — (Continued).

FORM OF INSANITY.	GENERAL DROPSY AND GANGRENE OF SCROTUM.		DIARRHŒA AND ERYSIPELAS.		OLD AGE AND DIARRHŒA.		CEREBRAL HEMORRHAGE.		CHRONIC CYSTITIS.		TYPHOID FEVER.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania.....	....	....	....	....	....	....	....	....	....	....	....	....
Chronic mania. ....	....	....	....	....	....	....	....	....	....	....	....	....
Melancholia. ....	....	....	1	....	....	1	....	....	1	....	2	....
Dementia.....	1	....	....	....	1	5	1	....	....	....	1	....
Total.....	1	....	1	....	1	6	1	....	....	1	3	....



TABLE No. 23 — (Concluded).

FORM OF INSANITY.	OLD AGE AND BRONCHIAL CATARRH.		DEATH BY ASPHYXIA.		EXHAUSTION FROM MENTAL DISEASE—LA GRIPE.		TYPHILITIS.		CEREBRAL EFFUSION.	
	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.	Men.	Women.
Acute mania.....	....	....	....	....	....	2	....	....	....	....
Chronic mania.....	....	....	....	....	....	2	....	....	....	....
Melancholia.....	....	....	....	....	....	1	1	....	....	....
Dementia.....	....	1	1	....	....	....	....	....	....	2
Total .....	....	1	1	....	....	5	1	....	....	2

JOSEPH M. CLEAVELAND,  
*Superintendent.*

# GENERAL STATEMENT

OF

RECEIPTS AND EXPENDITURES FROM OCTOBER 1, 1891, TO  
SEPTEMBER 30, 1892.

Receipts during the fiscal year 1892, as follows:

From the State for maintenance deficiency, appropriation under chapter 302, Laws of 1891 .....	\$20,000 00
From the State for providing accommodations for 288 patients (as reapportioned by the board for the establishment of State insane asylum districts), at a <i>per capita</i> cost of \$550, appropriation under chapter 91, Laws of 1891.....	64,123 93
From the State for purchase of real estate, appropriation under chapter 144, Laws of 1892.....	6,273 00
From the State for general renewals, repairs and betterments, appropriation under chapter 356, Laws of 1892..	6,000 00
From the State for furniture, books and pictures, appropriation under chapter 356, Laws of 1892.....	1,500 00
From the State for materials and skilled labor for painting buildings, appropriation under chapter 356, Laws of 1892.....	1,000 00
From the State for additional water supply, appropriation under chapter 356, Laws of 1892.....	20,000 00
From the State for maintenance deficiency, appropriation under chapter 356, Laws of 1892.....	25,000 00
From the State for salaries of officers.....	15,742 40
Total receipts from the State.....	\$159,639 33
For board from counties and cities.....	\$141,791 51
For board from individuals.....	25,513 70
Total receipts for board.....	167,305 21
From sales of farm and garden produce...	\$591 33
From farm and garden supplies.....	18,871 40
From all other sources.....	2,180 70
Total receipts from sales, supplies and other sources..	21,643 43
Total receipts proper.....	\$348,587 97
Cash on hand October 1, 1891.....	22,984 82
Total receipts .....	\$371,572 79



## TOTAL EXPENDITURES FOR THE FISCAL YEAR 1892.

Schedule No. 1. Renewals, repairs and betterments, appropriation under chapter 330, Laws of 1886.....	\$213 39
Schedule No. 2. General renewals, repairs and betterments, appropriation under chapter 302, Laws of 1891.....	3,964 17
Schedule No. 3. Painting in old and new buildings, appropriation under chapter 302, Laws of 1891.....	461 33
Schedule No. 4. New furniture and furnishings, appropriation under chapter 302, Laws of 1891.....	1,083 77
Schedule No. 5. For ice-houses for storage, etc., appropriation under chapter 302, Laws of 1891.....	713 22
Schedule No. 6. Laundry machines and fixtures, appropriation under chapter 302, Laws of 1891.....	41 29
Schedule No. 7. Maintenance deficiency, appropriation under chapter 302, Laws of 1891..	20,000 00
Schedule No. 8. Providing accommodations for 288 patients (as reapportioned by the Board for the establishment of State insane asylum districts), at a <i>per capita</i> cost of \$550, appropriation under chapter 91, Laws of 1891..	64,123 93
Schedule No. 9. General renewals, repairs and betterments, appropriation under chapter 356, Laws of 1892.....	3,422 84
Schedule No. 10. Purchase of real estate, appropriation under chapter 144, Laws of 1892...	6,273 00
Schedule No. 11. Furniture, books and pictures, appropriation under chapter 356, Laws of 1892.....	1,061 21
Schedule No. 12. Materials and skilled labor for painting buildings, appropriation under chapter 356, Laws of 1892.....	1,000 00
Schedule No. 13. Additional water supply, appropriation under chapter 356, Laws of 1892.....	13,214 07

Schedule No. 14. Deficiency in appropriation for maintenance, appropriation under chapter 356, Laws of 1892 .....	\$23,970 64
Schedule No. 15. Adeline L. Beadle Memorial Fund ...	292 89
Schedule No. 16. Maintenance account.....	197,912 35
Farm and garden supplies.....	18,871 40
	<hr/>
	\$356,619 50
	<hr/> <hr/>

Expenditures during the fiscal year 1892, as follows:

#### ORDINARY EXPENSES.

For salaries of officers .....	\$15,742 40
For wages and labor, men .....	} 68 539 06
For wages and labor, women.....	
For provisions and supplies.....	82,089 69
For clothing .....	8,266 47
For fuel and light.....	50,559 72
For medicine and medical supplies .....	2,755 72
For furniture beds and bedding.....	6,777 54
For transportation and traveling expenses.	914 42
For ordinary repairs .....	1,400 05
For expenses of trustees or managers.....	15 75
For all other ordinary expenses.....	6,223 90
	<hr/>

Total ordinary expenses ..... \$243,284 72

#### EXTRAORDINARY EXPENSES.

For buildings and improvements .....	\$81,407 50
For extraordinary repairs .....	4,144 37
For all other extraordinary expenses.....	8,911 51
	<hr/>

Total extraordinary expenses..... 94,463 38

Total expenditures..... \$337,748 10

Balance on hand, October 1, 1892..... \$14,953 29



SCHEDULE No. 1.

RENEWALS, REPAIRS AND BETTERMENTS.

TABLE No. 1.

Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 330, Laws of 1886.

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Gas fixtures.</i>				
Twenty-two-inch, two light pendant.....	1	.....	.....	\$11 00
Two-inch, two light pendant.....	1	.....	.....	8 50
Three-inch, three light pendant.....	2	.....	\$15 00	30 00
One-inch, one light pendant.....	2	.....	2 75	5 50
Brackets .....	12	Set .....	40	4 80
<i>Electric light.</i>				
Incandescent lamps.....	85	.....	\$0 60	\$59 80
<i>Pointing and repairing outside walls.</i>				
Service, mason.....	108	Hours.....	\$0 4444	\$48 00
Service, laborers.....	192 $\frac{3}{4}$	Hours.....	2785	53 95
Freight.....	.....	.....	.....	64
				\$102 59

SCHEDULE No. 2.

GENERAL RENEWALS, REPAIRS AND BETTERMENTS

TABLE No. 1.

*Synopsis of disbursements for the fiscal year 1892 Appropriation  
under chapter 302, Laws of 1892.*

RECAPITULATION.

Main building.....	\$2,751 79
Out-buildings.....	279 24
Mechanical department.....	69 11
House furnishing .....	462 82
Electric light plant.....	96 30
Water and sewage works.....	304 91
	<hr/>
	\$3,964 17
	<hr/> <hr/>

SUMMARY.

*Main building.*

Masonry .....	\$616 32	
Carpentry .....	1,404 56	
Roofing .....	35 61	
Painting and glazing.....	30 48	
Plumbing.....	288 75	
Heating and ventilation.....	277 53	
Metal work.....	1 15	
Window guards.....	59 69	
Gas fixtures.....	33 10	
Dumb waiters.....	4 60	
	<hr/>	\$2,751 79

*Out-buildings.*

Stable .....	\$109 57	
Horse sheds.....	25 40	
Ice-house.....	40 09	
Pump-house.....	48 50	
Coal sheds.....	29 95	
Farm implements.....	25 73	
	<hr/>	279 24

*Mechanical department.*

Machinery .....	\$40 70	
Laundry machinery .....	24 81	
Mechanics' supplies.....	3 60	
	<hr/>	69 11



*House furnishing.*

Furniture.....	\$301 98	
Kitchen furniture.....	59 69	
Beds and bedding.....	16 00	
Hardware.....	76 83	
Household supplies.....	8 32	
	<hr/>	\$462 82

*Electric light plant.*

Electric light plant.....	\$96 30	
	<hr/>	96 30

*Water and sewage works.*

Water and sewage works.....	\$141 30	
Reservoir repairs.....	163 61	
	<hr/>	304 91
		<hr/>
		\$3,964 17
		<hr/>

SCHEDULE No. 2.

GENERAL RENEWALS, REPAIRS AND BETTERMENTS.

TABLE No. 2.

Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 302, Laws of 1891.

ITEM.	Amount.	Measure.	Price.	Cost.
Main building — Masonry.				
Lime .....	16	Barrels ..	\$1 25	\$20 00
Plaster .....	1	Barrel ...	.....	1 60
Cement .....	1	Barrel ...	.....	1 20
Plaster Paris .....	1	Barrel ...	.....	1 60
Hair .....	1	Bushel ...	.....	40
White-wash brush ..	$\frac{1}{2}$	Dozen ...	21 38	10 69
Service, mason .....	104	Hours ...	4423	46 00
Service, laborer .....	2,593	Hours ...	2051	531 83
Freight .....	.....	.....	.....	3 00
				\$616 32
Carpentry.				
Hemlock timber .....	2,996	Feet .....	\$0 0154	\$46 05
Hemlock timber .....	322	Sticks ...	1493	48 06
Hemlock boards .....	145	.....	16	23 20
Lath .....	1	M .....	.....	10 00
Novelty siding .....	165	.....	27	44 55
Norway pine .....	64	Feet .....	0225	1 44



SCHEDULE No. 2 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Carpentry — (Concluded).</i>				
Ceiling .....	4,794½	Feet.....	\$0 0303	\$145 36
Service, carpenter.....	3,137¾	Hours ...	3244	1,017 89
Service, laborers .....	228	Hours ...	17	38 76
Service, teaming.....	27	Hours ...	4444	12 00
Freight .....	..	.....	.....	17 25
				<u>\$1,404 56</u>
<i>Roofing.</i>				
Tar paper.....	17	Rolls .....	\$1 50	\$25 50
Red sand-paper.....	237	Pounds ..	03	7 11
Tin heads.....	12	Pounds ..	10	1 20
Roofing nails .....	30	Pounds ..	06	1 80
				<u>\$35 61</u>
<i>Painting and glazing.</i>				
Glass .....	2	Boxes.....	\$3 24	\$6 48
Wood preservative .....	12	Gallons ..	2 00	24 00
				<u>\$30 48</u>
<i>Plumbing.</i>				
H-discs for Jenkin's valves .....	12	.....	\$0 05	\$0 60

Service, machinist..	864	Hours..	\$0 3189	275 55
Service, laborers.....	63	Hours..	20	12 60
				<hr/>
				\$288 75
				<hr/>
<i>Heating and ventilation.</i>				
Wheels for standard cutter .....	6	.....	\$0 12	\$ 0 72
Jer kin's globe valves .....	12	.....	1 26	15 12
Hack saw blades .....	2	.....	75	1 50
Ells R. and L .....	215	.....	0405	8 71
Pipe, 11" .....	315	Feet.....	0548	17 26
Return bends .....	12	.....	105	1 26
Bushings .....	45	.....	028	1 26
Plugs.....	80	.....	0155	1 26
Flange unions.....	2	.....	615	1 23
Couplings.....	20	.....	096	1 92
Ells.....	45	.....	142	6 39
Saunders' die.....	1	.....	.....	2 63
Pipe.....	1,319	Feet.....	0602	79 46
Bends.....	48	.....	105	5 04
Reducing cups .....	10	.....	063	63
Bushings.....	25	.....	0316	79
Tees .....	31	.....	0493	1 53
Dies $\frac{1}{8} \times 2\frac{1}{2}$ .....	1	.....	.....	1 40
Tap.....	1	.....	.....	78
Service, machinist.....	315	Hours .....	3187	100 41
Service, carpenter .....	45	Hours .....	3017	13 58
Freight.....	.....	.....	.....	14 65
				<hr/>
				\$277 53
				<hr/>



SCHEDULE No. 2 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Metal work.</i>				
2x3-8 iron .....	42	Pounds ..	\$0 0273	\$1 15
<i>Window guards.</i>				
Service, carpenter .....	201	Hours....	\$0 2969	\$59 69
<i>Gas fixtures.</i>				
Service, machinist. ....	72	Hours ...	\$0 2841	\$20 45
Service, carpenter.....	23	Hours ...	3160	7 27
Service, tinner.....	18	Hours ...	2988	5 38
<i>Dumb waiters.</i>				
Braid rope.....	72	Feet.....	\$0 055	\$3 96
Manilla rope.....	4	Pounds ..	16	64
<i>Outbuildings — Stable.</i>				
Spruce sticks.....	125	.....	\$0 316	\$39 50
Spruce boards.....	20	.....	38	7 60
Service, carpenter .....	173	Hours ...	3350	57 97
Freight.....	.....	.....	.....	4 50
				\$109 57

*Horse sheds.*

Service, carpenter.....	81	Hours ...	\$0 3135	\$25 40
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*Ice-house.*

Georgia pine timber .....	75	Feet.....	\$0 035	\$2 63
Spruce timber .....	120	Feet.....	025	3 00
Spruce sticks .....	60	.....	38	22 80
Carpenter, service.....	26	Hours ...	3333	8 66
Freight .....	....	.....	.....	3 00

\$40 09

*Pump-house — Machinery.*

Rubber valves .....	32	.....	\$0 875	\$28 00
Chamber with H. H. plate, S. bolts and nuts .....	1	.....	.....	18 50
Service, carpenter.....	6	Hours ...	3333	2 00

\$48 50

*Coal sheds.*

Hemlock.....	1,634	Feet.....	\$0 015	\$24 51
Service, carpenter.....	10	Hours ...	319	3 19
Freight .....	.....	.....	.....	2 25

\$29 95

*Farm implements.*

Three-quarter-inch bolts .....	147	Pounds ..	\$0 175	\$25 73
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SCHEDULE No. 2 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Mechanical department — Machinery.</i>				
Rubber valves.....	32	.....	\$0 22	\$7 04
Service, machinist.....	68	Hours.....	2695	18 33
Service, carpenter.....	46	Hours.....	3333	15 33
				\$40 70
<i>Laundry — Machinery.</i>				
Machinist, service.....	54	Hours.....	\$0 3217	\$17 38
Carpenter, service.....	25	Hours.....	2972	7 43
				\$24 81
<i>Mechanic's supplies.</i>				
Coopers' glue.....	20	Pounds..	\$0 18	\$3 60
<i>House furnishing — Furniture.</i>				
Prince Aladdin stove.....	1	.....	.....	\$29 00
Glue.....	40	Pounds..	\$0 18	7 20
T hinges.....	1	Pair.....	.....	07
Furniture made.....	636	Hours....	3020	192 12
Furniture repaired.....	300	Hours....	2453	73 59
				\$301 98

Kitchen—Furniture.

Opera cook stove.....	1	.....	.....	\$13 00
American pipe.....	90	Pounds ..	\$0 10	9 00
Sheet zinc.....	10	Pounds .	12	1 20
Wood lined crystal zinc.....	1	.....	.....	2 00
Tin.....	2	Sheets....	10	20
Collars.....	2	.....	10	20
Service, carpenter.....	98	Hours....	3478	34 09
				<hr/>
				\$59 69
				<hr/>
				<hr/>
				\$16 00
				<hr/>

Beds and bedding.

S. E. □ Lace... ..	20	Gross....	\$0 80	
				<hr/>

Hardware.

Spring butts .....	2	Pairs ....	\$0 35	\$0 70
Japanned brackets .....	2	Pairs ....	08	16
Nails, 8 d.....	2	Kegs ....	2 50	5 00
Nails, 20 d.....	2	Kegs ....	2 40	4 80
Nails, steel.....	1	Keg.....	.....	3 15
Fine nails, 3 d. ....	30	Pounds ..	045	1 35
Stubs and plates .....	2	Dozen ...	20	40
Locks and knobs.....	2	. ....	35	70
Picture knobs .....	1	Dozen ...	.....	25
Mort. knob-locks .....	2	.....	315	63
Mineral knobs.....	$\frac{1}{6}$	Dozen ...	1 02	17
Yale locks.....	1	Dozen ...	.....	21 00
Drawer locks.....	1	Dozen ...	.....	1 00
Lock and keys to pass .....	2	.....	1 50	3 00
“Eagle” door locks .....	7	.....	25	1 75



SCHEDULE No. 2 — (Concluded).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Hardware — (Concluded).</i>				
Eclipse door springs.....	2	.....	\$1 875	\$3 75
Spring hinges.....	1	.....	.....	35
Duplicate Yale keys.....	144	.....	18	25 92
Iron flush bolts.....	1	.....	.....	30
Screws, round heads.....	1	Gross.....	.....	45
Wire.....	21½	Pounds..	07	1 50
Lock screws.....	1	Gross.....	.....	50
				\$76 83
<i>Household supplies.</i>				
W. wick.....	25	Pounds..	\$0 16	\$4 00
L. C. twine.....	24	Pounds..	18	4 32
				\$8 32
<i>Electric light plant.</i>				
K. W. rosetts.....	50	.....	\$0 25	\$12 50
O. K. rubber tape.....	2	.....	1 00	2 00
Three Amp. fuse.....	½	Pound...	3 00	1 50
Key sockets.....	75	.....	45	33 75
Silk, cable.....	103½	Yards...	09	9 30
R. H. B. L. screws.....	2	Gross.....	30	60
Five Amp. H. V. switch.....	.....	.....	.....	50

D. P. D. B. cut-outs.....	6	.....	\$0 90	5 40
O. K. wire.....	500	Feet.....	0205	10 25
Service, carpenter .....	83	Hours....	247	20 50
				<hr/>
				<hr/>
				\$96 30

*Water and sewage works.*

Rubber valves .....	60	.....	\$0 4361	\$26 17
Valve guards .....	6	.....	50	3 00
Valve springs.....	6	.....	15	90
Conical valve springs.....	36	.....	10	3 60
Four-inch pipe ...	350	Feet.....	10	35 00
Six-inch pipe.....	150	Feet.....	45	67 50
Bends .....	12	.....	19	2 28
“Y’s” .....	2	.....	35	70
Increasers .....	3	.....	60	1 80
Tees.....	1	.....	.....	35
				<hr/>
				<hr/>
				\$141 30

*Reservoir repairs.*

Machinist, service.....	144	Hours...	\$0 3633	\$52 31
Laborers.....	108	Hours...	20	21 60
Freight.....	.....	.....	.....	89 70
				<hr/>
				<hr/>
				\$163 61



SCHEDULE No. 3.

PAINTING IN OLD AND NEW BUILDINGS.

TABLE No. 1.

Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 302, Laws of 1891.

ITEM.	Amount.	Measure.	Price.	Cost.
Main building — Painting and glazing.				
Service, painter.....	1,040	Hours ...	\$0 30087	\$312 90
Service, carpenter.....	185	Hours ...	40124	74 23
Service, laborer.....	341	Hours ...	20	68 20
				<u>\$455 33</u>
Out-buildings — Farm buildings.				
Painter's service .....	9	Hours ...	\$0 30	<u>\$2 70</u>
Pump-house.				
Painter's service .....	11	Hours ...	\$0 30	<u>\$3 30</u>

SCHEDULE No. 4.

NEW FURNITURE AND FURNISHINGS.

TABLE No. 1.

Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 302, Laws of 1891.

ITEM.	Amount.	Measure.	Price.	Cost.
House furnishing — Furniture.				
Basket.....	1	.....	.....	\$ 60
Tassel cord .....	1	Ball.....	.....	30
Ash chairs .....	6	.....	\$1 50	9 00
Ash towel racks.....	2	.....	50	1 00
Gilt nails .....	5	M.....	526	2 63
Cupboard lock. ....	3	Dozen ...	1 3333	4 00
Drawer lock... ..	3	Dozen ...	1 40	4 20
Clothes hooks.....	1	Gross.....	.....	2 00
Pulls .....	12	Dozen ...	45	5 40
Hartshorn's rollers .....	3	Dozen ...	1 8333	5 50
Band saws .....	2	.....	1 01	2 02
Kensington squares .....	5	.....	14 80	74 00
Cocoa door mat.....	1	.....	.....	2 00
Wilton.....	27	Yards....	1 6974	45 83
Wilton border .....	21 <sup>3</sup> / <sub>4</sub>	Yards....	1 6979	36 93
Matting .....	120	Yards....	46666	56 00
Binding ends.....	6	.....	12	72
Making and laying.....	154 <sup>3</sup> / <sub>4</sub>	Yards....	0989	15 31
Furniture made.....	2221	Hours ....	2883	640 43



SCHEDULE No. 4 — (Concluded).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>House furnishing — Furniture — (Concluded).</i>				
Furniture repaired . . . . .	437	Hours . . .	\$0 2525	\$110 36
Papering four rooms . . . . .	.....	.....	.....	62 32
				\$1,080 55
<i>Hardware.</i>				
Three-penny wire slating nails . . . . .	10	Pounds . . .	\$0 05	\$0 50
One-penny wire roofing nails . . . . .	10	Pounds . . .	06	60
Square bolts . . . . .	$\frac{1}{6}$	Dozen . . .	1 02	17
Brass cup, hooks . . . . .	$\frac{1}{4}$	Gross . . .	80	20
Coat and hat hooks . . . . .	1	Gross . . .	.....	1 75
				\$3 22

SCHEDULE No. 5.  
FOR ICE HOUSES, FOR STORAGE, ETC.  
TABLE No. 1.

Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 302, Laws of 1891.

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Carpentry — Lumber.</i>				
N. C. plank .....	364	Feet. ...	\$0 035	\$12 74
Georgia pine timber .....	308	Feet.....	035	10 78
Joist.....	12	.....	15	1 80
Spruce boards.....	70	.....	3228	22 60
Spruce boards.....	320	Feet.....	035	11 20
Service, carpenter.....	1,557	Hours.....	2755	428 99
Service, machinist.....	18	Hours.....	3088	5 56
Service, laborers.....	426	Hours.....	1422	60 60
Service, teaming.....	136	Hours.....	4444	60 44
Freight.....	.....	.....	.....	4 46
				\$619 17
<i>Ice tools.</i>				
R. B. double blocks, nine-inch. ....	4	.....	\$0 1975	\$7 90
Seven-eighth-inch rope.....	71	Pounds ..	16	11 36
Ice saws.....	2	.....	3 50	7 00
Ice hooks, five feet.....	2	Dozen....	9 00	18 00
Ice tongs.....	2	Pairs.....	85	1 70
Heavy ring ice bars.....	2	.....	2 50	5 00



SCHEDULE No. 5 — (Concluded).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Ice tools — (Concluded).</i>				
Four-tooth improved fork bar .....	1	.....	.....	\$5 00
Extra teeth for fork bar .....	2	.....	\$1 00	2 00
Manilla rope.....	14½	Pounds ..	16	2 32
				\$60 28
<i>Hardware.</i>				
Band iron, 1-inch .....	77	Pounds ..	\$0 035	\$2 70
Sixty-penny nails .....	1	Keg .....	.....	2 25
Twenty-penny nails .....	1	Keg .....	.....	2 40
Eight-penny nails .....	1	Keg .....	.....	2 50
Six-penny nails .....	1	Keg .....	.....	2 65
Galvanized eye bolts .....	20	.....	30	6 00
Lag screws .....	270	.....	02503	6 76
Carriage bolts .....	89	.....	0348	3 10
Washers .....	12	Pounds ..	08	96
Two and one-half-inch by one-half-inch iron .....	102	Pounds ..	0274	4 45
				\$33 77

SCHEDULE No. 6.  
LAUNDRY MACHINES AND FIXTURES.  
TABLE No. 1.  
*Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 302, Laws of 1891.*

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Machinery.</i>				
Service, carpenter.....	25	Hours...	\$0 3333	\$8 33
Service, machinist....	27	Hours...	3630	9 80
Service, professional.....	.....	.....	....	23 16
				\$41 29



SCHEDULE No. 7.

MAINTENANCE DEFICIENCY.

TABLE No. 1.

Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 302, Laws of 1891.

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Provisions.</i>				
Beef.....	13,892	Pounds ..	\$0 0950	\$1,319 75
<i>Fuel.</i>				
Grate coal .....	4,364 $\frac{1}{2}$ $\frac{1}{8}$	Tons .....	\$3 75	\$16,367 06
Egg coal.....	269 $\frac{1}{2}$	Tons .....	3 85	1,037 57
Pea coal .....	392 $\frac{1}{2}$	Tons .....	3 25	1,275 62
				\$18,680 25

SCHEDULE No. 8.

PROVIDING ACCOMMODATIONS FOR 288 PATIENTS (AS REAPPORTIONED BY THE BOARD FOR THE ESTABLISHMENT OF STATE INSANE ASYLUM DISTRICTS), AT A PER CAPITA COST OF \$550.

TABLE No. 1.

Analyzed disbursements of the fiscal year 1892. Appropriation under chapter 91, Laws of 1891.

ITEM.	Amount.	Measure.	Price.	Cost.
<i>New cottages.</i>				
Work done and materials furnished in accordance with the contract for the erection of eight cottages, as per certificate of architects:				
Carpentry and masonry.....	.....	.....	.....	\$56,800 00
Steam heating .....	.....	.....	.....	3,200 00
Architects' commission.....	.....	.....	.....	3,500 00
Civil engineer's fees .....	.....	.....	.....	428 37
Printing, specifications, etc.....	.....	.....	.....	71 90
				<hr/>
				\$64,000 27
<i>Boiler-house.</i>				
Service, carpenter .....	416	Hours....	\$0 29726	\$123 66
				<hr/>



## SCHEDULE No. 9.

## GENERAL RENEWALS, REPAIRS AND BETTERMENTS.

## TABLE No. 1.

*Synopsis of disbursements of the fiscal year 1892. Appropriation  
under chapter 356, Laws of 1892.*

## RECAPITULATION.

Main building.....	\$1,803 85	
Out-buildings .....	655 38	
Mechanical department.....	253 45	
House furnishing .....	99 42	
Water and sewage works .....	600 99	
Rock blasting, grading and grounds.....	9 75	
	<hr/>	\$3,422 84

## SUMMARY.

*Main building.*

Masonry .....	\$29 37	
Carpentry .....	808 20	
Roofing.....	375 58	
Plumbing.....	226 12	
Heating and ventilation .....	84 69	
Window guards.....	8 08	
Gas fixtures .....	5 69	
Painting and glazing .....	266 12	
	<hr/>	\$1,803 85

*Out-buildings.*

Stable .....	\$41 25	
Coal sheds .....	10 17	
Shelter-house.....	222 71	
Wharf .....	10 09	
Vegetable cellar.....	12 80	
Pump-house.....	72 77	
Farm and grading implements .....	133 42	
Farm fences.....	80 60	
Ladders.....	71 57	
	<hr/>	655 38

*Mechanical department.*

Machinery .....	\$179 73	
Laundry machinery .....	2 00	
Mechanics' tools .....	71 72	
	<hr/>	253 45

*House furnishing.*

Furniture...	\$1 45	
Kitchen furniture	15 68	
Tin and iron ware	28 33	
Hardware	53 96	
		<hr/>
		\$99 42

*Water and sewage works.*

Water and sewage works	600 99
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*Rock blasting, grading and grounds.*

Rock blasting, grading and grounds	9 75	
		<hr/>
		\$3,422 84
		<hr/> <hr/>



SCHEDULE No. 9.

GENERAL RENEWALS, REPAIRS AND BETTERMENTS.

TABLE No. 2.

Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 356, Laws of 1892.

ITEM.	Amount.	Measure.	Price.	Cost.
Main building — Masonry.				
Lime .....	6	Barrels ..	\$1 25	\$7 50
Cement .....	3	Barrels ..	1 20	3 60
Hair .....	27	Pounds ..	06	1 62
Service, laborer .....	72	Hours ...	20	14 40
Freight .....	.....	.....	.....	2 25
				\$29 37
Carpentry — Lumber.				
Ceiling .....	1,910½	Feet .....	\$0 0281	\$53 76
Picks .....	6,368	Feet .....	0348	221 65
Pine .....	3,105	Feet .....	0177	55 05
Spruce timber .....	615	Feet .....	0466	28 69
Hemlock timber .....	640	Feet .....	0150	9 60
Shingles .....	8	M .....	5 00	40 00
Service .....	1,173	Hours ...	3216	377 25
Freight .....	.....	.....	....	22 20
				\$808 20

Roofing.

Service, machinist.....	45	Hours.....	\$0 2991	\$13 46
Service, carpenter.....	40	Hours.....	3807	15 23
Service, painter.....	312 $\frac{4}{5}$	Hours.....	2750	85 94
Service, laborer.....	133	Hours.....	20	26 60
Service, slater.....	30 $\frac{1}{2}$	Days.....	2 7170	82 87
Boiled oil.....	240 $\frac{8}{15}$	Gallons..	4500	108 24
Prince's metallic paint.....	1,000	Pounds...	01375	13 75
Metallic paint, dry.....	500	Pounds...	015	7 50
Slate (assorted).....	149	.....	0653	9 74
Sheet zinc.....	45	Pounds..	1277	6 75
Slate nails.....	10	Pounds..	05	50
Oil cement.....	50	Pounds..	10	5 00
				<hr/>
				<hr/>
				<hr/>
				\$375 58

Plumbing.

Grundy's plain bibs.....	1	Dozen.....	.....	\$11 00
Compression plain bibs.....	1	Dozen.....	.....	5 85
P. I. ball.....	1	Dozen.....	.....	53
Fibre washers.....	100	.....	\$0 0075	75
Lead pipe.....	21	Pounds..	08	1 68
Five foot baths (En).....	2	.....	42 40	84 80
Butler's pantry sink.....	1	.....	.....	6 00
Freight.....	.....	.....	.....	3 50
Service, machinist.....	342	Hours.....	3124	106 83
Service, tinner.....	18	Hours.....	2881	5 18
				<hr/>
				<hr/>
				<hr/>
				\$226 12



SCHEDULE No. 9 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Heating and ventilation.</i>				
Tees .....	10	.....	\$0 3420	\$3 42
R. and L. Ells .....	20	.....	0560	1 12
Branch hooks and plates .....	10	.....	14	1 40
Bushings .....	30	.....	0667	2 00
Jenkins' globe valves .....	12	.....	99	11 88
Seats for globe valves .....	24	Pounds ..	0625	1 50
Brass pipe .....	24½	Pounds ..	2925	7 19
Heavy swing joints .....	4	... ..	4225	1 69
Service, machinist .....	144	Hours ...	2825	40 68
Service, carpenter .....	37	Hours ...	3463	12 81
Freight .....	.....	.....	.....	1 00
<i>Window guards.</i>				
Service, carpenter .....	20	Hours ...	\$0 404	\$4 69
<i>Gas fixtures.</i>				
Service, carpenter .....	9	Hours ...	\$0 3333	\$3 00
Service, machinist .....	9	Hours ...	2988	2 69
<i>Painting and glazing.</i>				
Eng. Paris white .....	650	Pounds...	\$0 0182	\$11 88
Dry ochre .....	20	Pounds...	03	60

No. 1 Ex. glue.....	5	Pounds ..	30	1 50
Window glass.....	16	Boxes....	3 0268	48 43
Service, carpenter .....	30	Hours.....	4443	13 33
Service, painter .....	524	Hours.....	30	157 20
Service, laborers .....	162	Hours .....	20	32 40
Freight .....				78
				<u>\$266 12</u>
<i>Out-buildings — Stable.</i>				
Spruce.....	25	.....	\$0 38	\$9 50
Cartage.....		.....		75
Service, carpenter .....	93	Hours ...	3333	31 00
				<u>\$41 25</u>
<i>Coal sheds.</i>				
Service, carpenter .....	40	Hours....	\$0 2543	<u>\$10 17</u>
<i>Shelter-house.</i>				
Service, carpenter .....	694	Hours ...	\$0 3074	\$213 31
Service, laborer .....	47	Hours ...	20	9 40
				<u>\$222 71</u>
<i>Wharf.</i>				
Hemlock.....	333	Feet.....	\$0 015	\$5 00
Service, carpenter .....	17	Hours ...	2553	4 34
Freight .....				75
				<u>\$10 09</u>



SCHEDULE No. 9 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Vegetable cellar.</i>				
Service, carpenter.....	6	Hours ...	\$0 3333	\$2 00
Service, painter.....	54	Hours ...	20	10 80
				\$12 80
<i>Pump-house.</i>				
Sheet brass.....	.....	.....	.....	\$0 60
Service, carpenter.....	38	Hours ...	\$0 3573	13 58
Service, machinist.....	54	Hours ...	2564	13 85
Repairing pump.....	.....	.....	.....	44 74
				\$72 77
<i>Farm and grading implements.</i>				
Picks.....	1	Dozen ...	.....	\$6 00
Pick handles .....	3	Dozen ...	\$1 75	5 25
Sledge handles.....	$\frac{1}{2}$	Dozen ...	1 36	68
Axe handles.....	$\frac{1}{2}$	Dozen ...	2 50	1 25
Axe mattocks.....	2	.....	75	1 50
Dutchess trays.....	1	Dozen ...	.....	6 60
Dutchess fronts.....	1	Dozen ...	.....	2 40
Dutchess backs .....	1	Dozen ...	.....	1 80
Dutchess wheels.....	$\frac{1}{2}$	Dozen ...	7 80	3 90
Dutchess tire.....	$\frac{1}{2}$	Dozen ...	1 24	62

Braces .....	1	Pair.....	.....	84
Cast-iron box.....	1	Dozen .....	.....	18
Hooks and nuts .....	3½	Pounds ..	10	35
Washers .....	6	Pounds ..	1033	62
Carriage bolts . . . . .	700	. . . . .	0164	11 47
Splint basket.....	1	.....	.....	2 50
Stone crusher pattern . . . . .	51	Hours ...	3046	15 53
Service, machinist.....	198	Hours....	3632	71 93
				<hr/>
				\$133 42
				<hr/>

*Farm fences.*

Service, carpenter.....	215	Hours ...	\$0 3246	\$69 80
Service, painter.....	54	Hours ...	20	10 80
				<hr/>
				\$80 60
				<hr/>

*Ladders.*

Spruce .....	773	Feet ....	\$0 0246	\$19 04
Service, carpenter.....	223	Hours....	2356	52 53
				<hr/>
				\$71 57
				<hr/>

*Mechanical department — Machinery.*

Boiler grate bars.....	10	.....	\$5 605	\$56 05
Stone crusher, parts.....	940	Pounds ..	0209	19 67
Blank nuts .....	150	Pounds ..	0542	8 13
Refined iron . . . . .	874	Pounds ..	034	26 60
Washers.....	20	Pounds ..	1150	2 30
Set screws.....	4	.....	06	24



SCHEDULE No. 9 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
Sheet rubber.....	66	Pounds...	\$0 2550	\$16 83
Carpenter, service..	92	Hours....	3194	29 39
Machinist, service.....	81	Hours....	2533	20 52
				<u>\$179 73</u>
<i>Mechanic's tools.</i>				
Plastering trowels.....	2	.....	\$0 60	\$1 20
Mason's hammers.....	2	.....	64	1 28
Burden's best iron.....	1917	Pounds...	03612	69 24
				<u>\$71 72</u>
<i>Laundry machinery.</i>				
Service, carpenter.....	6	Hours....	\$0 3333	<u>\$2 00</u>
<i>House furnishing — Furniture.</i>				
Butts.....	1	Pair.....	.....	\$0 45
Picture wire.....	4	Coils.....	\$0 25	1 00
				<u>\$1 45</u>
<i>Kitchen furniture — Refrigerator.</i>				
Locks and knobs.....	4	.....	\$0 418	\$1 67
Brass flush bolts.....	1	.....	.....	25

Catches.....	2	.....	25	50
Braid cord.....	6	Hanks.....	80	4 80
Service, carpenter.....	36	Hours.....	235	8 46

	\$15 68
	\$20 00
	7 25
	70
	38
	\$28 33

Tin and iron ware.

Tin.....	1	Box.....	.....	.....
Solder.....	50	Pounds..	\$0 145	.....
Pail ears.....	2	Dozen...	35	.....
Cartage.....	.....	.....	.....	.....

Hardware.

Netting.....	600	Sq. feet..	\$0 0075	\$4 50
Mortise locks.....	$\frac{1}{2}$	Dozen...	5 00	2 50
Staples.....	1	Pound...	.....	15
Apple wood knobs.....	$\frac{1}{2}$	Dozen...	3 26	1 63
Wrought butts.....	$\frac{1}{2}$	Dozen...	40	20
Japanned butts.....	$\frac{1}{2}$	Dozen...	1 50	75
Escutcheons.....	1	Dozen...	.....	35
Screw eyes.....	$\frac{1}{2}$	Gross....	50	25
Dead locks.....	2	.....	40	80
Pad locks.....	2	.....	35	70
Nails.....	2	Kegs.....	2 475	4 95
Manilla rope.....	6	Pounds..	16	96
Single pulleys.....	2	.....	50	1 00
Double pulleys.....	$\frac{1}{2}$	Dozen...	1 00	50
Shutter knobs.....	1	Dozen...	.....	40
Rose escutcheons.....	6 $\frac{1}{6}$	Dozen...	4 00	24 67



SCHEDULE No. 9 — (Concluded).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Hardware — (Continued).</i>				
Narrow butts.....	1	Dozen...	.....	\$1 65
Pulls.....	1	Dozen...	.....	1 00
Copper rivets.....	4	Pounds..	\$0 35	1 40
Coil door spring.....	1	.....	.....	20
Mortise lock.....	1	.....	.....	25
Nails.....	2	Kegs.....	2 575	5 15
<i>Water and sewage works.</i>				
Pipe.....	1,942	Feet.....	\$0 1391	\$53 96
Bends.....	56	.....	4973	\$270 20
Increasers.....	3	.....	60	27 85
Tees.....	7	.....	35	1 80
Side tile.....	50	Pieces...	05	2 45
Service, laborer.....	1,264	Hours...	2291	2 50
Service, machinist.....	18	Hours...	3633	289 65
				6 54
<i>Rock blasting — Grading and grounds.</i>				
Blasting powder.....	3	Kegs.....	\$2 50	\$600 99
W. P. fuse.....	300	Feet.....	0075	\$7 50
				2 25
				\$9 75

SCHEDULE No. 10.  
PURCHASE OF REAL ESTATE.  
TABLE No. 1.  
*Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 144, Laws of 1892.*

ITEM.	Amount.	Measure.	Price.	Cost.
Land .....	69	Acres.....	.....	\$6,010 00
Making search and abstract of title.....	.....	. . . . .	.....	136 75
Civil engineering.....	.....	. . . . .	.....	26 25
				\$6,273 00



SCHEDULE No. 11.

FURNITURE, BOOKS AND PICTURES.

TABLE No. 1.

Analysis of disbursements for the fiscal year 1892. Appropriation under chapter 356, Laws of 1892.

ITEM.	Amount.	Measure.	Price.	Cost.
<i>New furniture — Lumber.</i>				
Whitewood.....	1,647	Feet.....	\$0 03	\$49 41
Freight.....	.....	.....	.....	66
				<u>\$50 07</u>
<i>Hardware.</i>				
Coat and hat hooks.....	1	Gross.....	.....	\$1 75
Finishing nails .....	18	Pounds...	\$0 03 $\frac{1}{2}$	60
				<u>\$2 35</u>
<i>Painting and glazing.</i>				
Wood preservative.....	12	Gallons ..	\$2 00	<u>\$24 00</u>
<i>Pictures.</i>				
Pictures and frames.....	27	.....	\$18 5181	\$500 00
Services, carpenter.....	14	Hours....	3735	5 23
				<u>\$505 23</u>

*Furniture.*

Lawn seats .....	1	Dozen ...	.....	\$7 80
Settee legs.....	255	Pounds ..	\$0 045	11 47
Furniture made.....	1,330	Hours ...	2946	391 84
Furniture repaired .....	333	Hours ...	2055	68 45
				\$479 56

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SCHEDULE No. 12.

MATERIALS AND SKILLED LABOR FOR PAINTING BUILDINGS.

TABLE No. 1.

Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 302, Laws of 1892.

ITEM.	Amount.	Measure.	Price.	Cost.
Painting and glazing.				
Eng. B. B. lead.....	1,244	Pounds..	\$0 0891	\$110 88
Red lead.....	10	Pounds..	10	1 00
Turpentine.....	1	Barrel...	.....	17 68
Boiled oil.....	142½	Gallons..	45	64 08
Raw oil.....	102⅘	Gallons..	42	43 06
Metallic paint.....	1,000	Pounds..	015	15 00
Putty.....	200	Pounds..	025	5 00
Extra strong dryer.....	5	Gallons..	1 25	6 25
Burnt umber.....	25	Pounds..	115	2 88
Emerald green.....	50	Pounds..	135	6 75
French ochre.....	50	Pounds..	08	4 00
Whiting.....	100	Pounds..	01	1 00
Indian red in water.....	5	Pounds..	20	1 00
Raw sienna.....	5	Pounds..	20	1 00
Ultra blue.....	5	Pounds..	30	1 50
Drop black.....	5	Pounds..	25	1 25
White glue.....	10	Pounds..	35	3 50
O. K. kalsomine brushes.....	½	Dozen...	29 26	14 63
Whitewash brushes.....	1	Dozen...	.....	21 38
Three knot extra roof brushes.....	½	Dozen...	17 24	8 62

Service, painter .....	778 $\frac{1}{5}$	Hours ...	3347	260 46
Service, carpenter .....	164	Hours ...	4273	70 08
Service, laborers .....	1,784	Hours ...	19	339 00
				\$1,000 00



SCHEDULE No. 13.

ADDITIONAL WATER SUPPLY.

TABLE No. 1.

Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 356, Laws of 1892.

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Additional water supply, east boiler-house — Lumber.</i>				
Matched boards.....	45	.....	\$0 34	\$15 30
Joist .....	20	.....	24	4 80
Spruce.....	100	.....	33	33 00
Window glass.....	10	Boxes ...	2 869	28 69
Service, carpenter.....	168	Hours ...	2631	43 67
Service, laborers .....	198	Hours ...	2091	41 40
Cartage .....	.....	.....	.....	38 00
				\$204 86
<i>Masonry.</i>				
Norton cement .....	300	Barrels ..	\$1 10	\$330 00
Portland cement.....	25	Barrels ..	2 25	56 25
Service, stonecutter .....	608	Hours ...	40	243 20
Service, laborer .....	33,079½	Hours ...	1889	6,249 33
Service, teaming.....	169¾	Days ....	3 768	640 50
Service, cartage.....	.....	.....	.....	180 73
Service, carpenter.....	27	Hours ...	3333	9 00
Service, machinist .....	54	Hours ...	3498	18 89
Service, civil engineering.....	.....	.....	.....	159 25

Service, jetting ..... 7 Days..... 12 50  
Service, drilling ..... 16 Days..... 25 00

\$8,374 65

*Rock blasting materials.*

“ A ” rack..... 300 Pounds.. \$0 25  
Dynamite..... 32 Pounds.. 30  
Powder..... 1 Keg.....  
W. P. fuse ..... 600 Feet..... 0075  
Cot. fuse..... 500 Feet..... 0045  
Atlas caps..... 1 Box.....

\$94 85

*Well-drilling machinery.*

Crabs, ropes, blocks and falls .....  
Well pipe..... 10 Feet..... \$1 50  
Freight.....

\$135 00  
15 00  
29 68

\$179 68

*Grading implements.*

Picks ..... 2 Dozen... \$6 00  
Pick handles..... 2 Dozen... 1 75  
Axe mattocks..... 2 ..... 75  
Long handle, round point shovels..... 2 Dozen... 5 75  
“ D ” handle, round point shovels..... 1 Dozen... 6 00

\$31 50



SCHEDULE No. 13 — (Concluded).

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Hardware.</i>				
Screws.....	2	Gross....	\$0 27	\$0 54
Steel.....	173	Pounds..	10	17 30
Round iron.....	1,189	Pounds..	0285	33 91
Bolts.....	100	.....	0232	2 32
Steel nails.....	2	Kegs....	2 475	4 95
Plugs and feathers.....	1 $\frac{3}{4}$	Pounds..	35	61
Washers.....	2 $\frac{1}{2}$	Pounds..	08	20
Manilla rope.....	363	Pounds..	10	36 30
Two-inch circ. gal. rope.....	150	Feet.....	4435	66 53
Steel stone wedges.....	28	Pounds..	12	3 36
				\$166 02
<i>Water-works — Machinery and pipe.</i>				
Six-inch special Cataract centrifugal pump.....	1	.....	.....	\$299 00
Water pipe.....	328,901	Pounds..	\$0 0116	3,836 52
Freight.....	.....	.....	.....	27 69
				\$4,163 21

SCHEDULE No. 14.

DEFICIENCY IN APPROPRIATION FOR MAINTENANCE.

TABLE No. 1.

*Analysis of disbursements of the fiscal year 1892. Appropriation under chapter 356, Laws of 1892.*

ITEM.	Amount.	Measure.	Price.	Cost.
<i>Fuel.</i>				
Grate coal .....	5,710 $\frac{17}{20}$	Tons .....	\$3 85	\$21,986 76
Egg coal .....	271 $\frac{14}{20}$	Tons .....	4 25	1,154 72
Pea coal .....	138 $\frac{1}{2}$	Tons .....	3 00	415 50
Cartage .....	.....	.....	.....	413 66
				\$23,970 64



## SCHEDULE No. 15.

## ADELINE L. BEADLE MEMORIAL FUND.

*Analysis of disbursements for the fiscal year 1892.*

Carriage driving for patients . . . . .	\$33 25
Sleigh riding for patients . . . . .	11 25
Yachting for patients . . . . .	29 00
Fruit for patients . . . . .	110 74
Sundries for patients . . . . .	18 53
Pictures for patients . . . . .	81 87
Amusements for patients . . . . .	8 25
	<hr/>
	\$292 89
	<hr/> <hr/>

## SCHEDULE No. 16.

## HOSPITAL MAINTENANCE FUND.

## TABLE No. 1.

*Synopsis of disbursements for the fiscal year 1892 for hospital maintenance.*

## RECAPITULATION.

Wages, inclusive of officers' salaries . . . . .	\$83,829 46
Provisions and stores . . . . .	72,916 16
Ordinary repairs . . . . .	1,006 37
Farm and grounds . . . . .	9,941 90
Clothing . . . . .	8,266 47
Furniture and bedding . . . . .	4,237 76
Books and stationery . . . . .	1,429 88
Fuel and light . . . . .	7,908 83
Medical supplies . . . . .	2,755 72
Miscellaneous expenses . . . . .	5,619 80
	<hr/>
	\$197,912 35
	<hr/> <hr/>

## TABLE No. 2.

GENERAL CLASSIFICATION OF DISBURSEMENTS OF THE FISCAL YEAR  
1892, FOR HOSPITAL MAINTENANCE.*Wages.*

Officers' salaries . . . . .	\$15,742 40
Accountant . . . . .	900 00
Special clerical service . . . . .	1,391 35

Stenographer, typewriter and telegrapher...	\$480 00	
Storekeeper .....	848 22	
Apothecary.....	462 67	
Bakers.....	906 90	
Tailors .....	1,241 12	
Mattressmaker .....	420 00	
Seamstress .....	298 00	
Clothing clerk .....	270 13	
Laundry service.....	2,768 56	
Attendants service.....	32,434 78	
Farm service .....	8,071 52	
Gardener.....	480 00	
Yardman.....	360 00	
Stablemen.....	780 00	
Watchmen .....	1,793 56	
Engineers . .....	1,291 77	
Electrician.....	840 00	
Firemen .....	2,913 93	
Coal-passers . .....	2,362 45	
Pumpman.....	741 69	
Tinner.....	479 51	
Kitchen service.....	4,434 71	
Carpenters .....	1,116 19	
	<hr/>	\$83,829 46

*Provisions and stores.*

Farinaceous foods.....	\$8,539 05
Yeast.....	97 06
Fresh meats.....	25,213 61
Salt and smoked meats.....	1,505 46
Poultry and game.....	1,084 71
Fresh fish, oysters, etc .....	3,017 00
Salt and dried fish.....	1,867 18
Fresh vegetables.....	357 45
Canned vegetables.....	129 16
Dry groceries.....	6,248 96
Wet groceries.....	995 06
Condiments .....	190 27
Dairy produce.....	17,298 86
Fresh fruits.....	1,054 37
Dried fruits .....	96 40
Canned fruits.....	337 68
Preserves, jellies, etc.....	60 89
Confectionery.....	138 70



Water.....	\$56 45	
Ice.....	66 91	
Laundry supplies.....	869 15	
Household supplies.....	1,893 56	
Crockery and glassware.....	879 86	
Plated ware and cutlery.....	23 88	
Woodenware.....	405 56	
Tin and ironware.....	401 75	
Toilet articles.....	87 17	
	<hr/>	\$72,916 16
<i>Ordinary repairs.</i>		
Main building.....	\$870 61	
Out-buildings.....	135 76	
	<hr/>	1,006 37
<i>Farm and grounds.</i>		
Farm rental.....	\$574 72	
Farm stock.....	1,207 74	
Farm feed.....	2,589 40	
Wagons, sleighs and harness.....	644 47	
Farm implements.....	385 84	
Hardware.....	60 50	
Seeds, plants and trees.....	1,022 30	
Farm manure.....	2,110 13	
Farm supplies.....	82 37	
Horseshoeing.....	280 30	
Garden seeds.....	123 39	
Roads and grading.....	345 98	
Stable.....	81 36	
Veterinary.....	433 40	
	<hr/>	9,941 90
<i>Clothing.</i>		
Clothing.....	\$6,721 91	
Dry goods.....	1,296 91	
Findings.....	247 65	
	<hr/>	8,266 47
<i>Furniture and bedding.</i>		
Furniture.....	\$167 49	
Floor covering.....	73 05	
Window fixtures.....	124 84	
Beds and bedding.....	3,295 76	
Kitchen furniture.....	576 62	
	<hr/>	4,237 76
<i>Books and stationery.</i>		
Account books.....	\$386 53	
Stationery and supplies.....	361 97	

Printing and ruling.....	\$330 35	
Books.....	106 44	
Periodicals.....	179 83	
Newspapers.....	39 71	
Directories.....	25 05	
	<hr/>	\$1,429 88

*Fuel and light.*

Fuel.....	\$4,549 92	
Pump-house fuel.....	593 72	
Stable fuel.....	81 01	
Lights.....	2,684 18	
	<hr/>	7,908 83

*Medical supplies.*

Medicines.....	\$1,366 78	
Liquors.....	807 41	
Medical and surgical instruments.....	163 83	
Druggists' glassware.....	69 95	
Medical supplies. ....	347 75	
	<hr/>	2,755 72

*Miscellaneous expenses — Main building.*

Masonry.....	\$37 05	
Carpentry.....	167 05	
Roofing.....	60	
Painting and glazing.....	8 70	
Plumbing.....	5 81	
Heating and ventilation.....	8 10	
Metal work.....	5 41	
Gas fixtures.....	85	
Hardware.....	120 63	
	<hr/>	354 20

*Out-buildings.*

Stable.....	\$23 71	
Green-house.....	2 57	
Coal sheds.....	102 04	
Wharf.....	27 00	
Farm fences.....	4 79	
	<hr/>	160 11

*Mechanical department.*

Machinery.....	\$88 85	
Laundry machinery..	87 94	
Mechanics' tools.....	18 63	
Mechanics' supplies.....	721 05	
	<hr/>	916 47



*Office expenses.*

Postage.....	\$307 35
Telegrams .....	79 02
Telephone .....	131 20

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\$517 57
*Travel.*

Travel .....	879 17
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*Amusements.*

Sundries .....	180 87
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*Sundry expenses.*

Moneys advanced and returned to patients ..	\$960 74
Petty cash to patients .....	239 95
Shed-room .....	51 00
Legal expenses.....	25 25
Elopements .....	234 75
Funeral expenses .....	499 32
Religious services .....	452 00
Advertising .....	38 92
Expressage .....	39 63
Surveys and estimates .....	57 85
Water and sewage.....	12 00

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2,611 41

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TABLE No. 3.  
*Analysis of disbursements of the fiscal year 1892, for hospital maintenance.*

ITEM.	Amount.	Measure.	Price.	Cost.
WAGES.				
Officers' salaries .....	.....	.....	.....	\$15,742 40
Accountant's service.....	12	Months..	\$75 00	900 00
Special clerical service..	2,826	Hours...	3897	1,101 35
Special clerical service.....	2	Months..	20 00	40 00
Special clerical service, treasurer.....	.....	.....	.....	250 00
Stenographer, typewriter and telegrapher.....	12	Months..	40 00	480 00
Storekeeper .....	$12\frac{12}{30}$	Months..	68 40+	848 22
Apothecary.....	$11\frac{17}{30}$	Months..	40 00	462 67
Baker .....	24	Months..	37 7875	906 90
Tailor — permanent employe .....	12	Months..	29 00	348 00
Tailors — temporary employees .....	4,217	Hours. . .	21179	893 12
Seamstress ....	12	Months..	24 8333	298 00
Clothing clerk .....	$11\frac{26}{30}$	Months..	22 8233	270 13
<i>Mattressmaker's service.</i>				
Mattress making.....	1,500	Hours...	14907	223 61
Upholstering .....	180	Hours...	1505	27 09
Farm harness .....	400	Hours...	1481	59 24
Quilting .....	144	Hours...	1497	21 56
Repairing shoes.....	36	Hours...	1436	5 18
Awnings.....	477	Hours...	1467	70 00
Straw ticks .....	27	Hours...	1497	4 04



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
WAGES — <i>Mattressmaker's service</i> — (Continued).				
Hair pillows .....	45	Hours ...	\$0 1496	\$6 73
Restraints.....	17	Hours ...	15	2 55
Laundry service — men.....	24	Months .	40 125	963 00
Laundry service — women.....	116 $\frac{2}{3}$ $\frac{1}{6}$	Months ..	15 4718	1,805 56
Attendants service — men.....	938 $\frac{2}{3}$ $\frac{5}{6}$	Months ..	21 616	20,297 23
Attendants service — women.....	735 $\frac{1}{3}$ $\frac{1}{6}$	Months ..	16 419	12,073 67
House cleaning service .....	51	Days.....	1 252	63 88
Farm service, permanent.....	125 $\frac{2}{3}$ $\frac{1}{6}$	Months ..	31 1047	3,919 20
Farm service, temporary .....	1,267 $\frac{1}{4}$	Days.....	1 4791	1,874 64
Farm service, teaming ...	351	Days.....	4 00	1,404 38
<i>Laborer's service.</i>				
Cleaning cesspool.....	54	Hours ...	20	10 80
Cleaning boiler flues.....	201 $\frac{1}{2}$	Hours ...	20	40 30
Farm fences.....	45	Hours ...	20	9 00
Trimming trees.....	44	Hours ...	30	13 20
Firing.....	945	Hours ...	20	189 00
Assisting surveyor.....	54	Hours ...	20	10 80
Working in manure.....	46	Hours ...	20	9 20
Heating and ventilation.....	72	Hours ...	225	16 20
Working on ice .....	1,370	Hours ...	1984	271 85
Ice pond.....	27	Hours....	20	5 40
New cottage sites.....	310	Hours....	2709	84 00
Trimming coal.....	1,059	Hours....	20	211 80

Working on road.....					No. 7.]	
			9	Hours....	194	1 75
Gardener.....			12	Months..	40 00	480 00
Yardman .....			12	Months..	30 00	360 00
Stable service.....			24	Months..	32 50	780 00
Watchman .....			35 $\frac{27}{30}$	Months..	50 00	1,793 56
Electrician .....			12	Months..	70 00	840 00
Firemen .....			47 $\frac{21}{30}$	Months..	60 00	2,913 93
Coal passers .....			47 $\frac{8}{30}$	Months..	50 00	2,362 45
Pumpman .....			12	Months..	57 00	684 00
Kitchen .....			152 $\frac{27}{30}$	Months..	29 00	4,434 71
<i>Machinist's service.</i>						
Farm implements.....			783	Hours....	27	211 50
Care of machinery .....			216	Hours....	3060	66 53
Electric light.....			378	Hours....	3032	114 62
Heating and ventilation .....			981	Hours....	3373	330 88
New cottage sites .....			1305	Hours....	3406	444 48
Machinists' tools.....			216	Hours....	2563	55 37
Care of plumbing.....			27	Hours....	3333	9 00
Pumping .....			275	Hours....	3083	84 78
Kitchen furniture.....			18	Hours....	2561	4 61
Cleaning boilers .....			108	Hours....	2563	27 69
<i>Tinner's service.</i>						
Heating and ventilation .....			486	Hours....	2949	143 34
New tinware.....			486	Hours....	2915	141 65
Repairs to tinware .....			657	Hours....	2961	194 52
<i>Carpenter service — Permanent.</i>						
Pigeon-house .....			20	Hours....	2925	5 85



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
WAGES — <i>Carpenter service</i> — (Continued).				
Coffins and boxes.....	576	Hours ...	\$0 2398	\$138 04
Butcher shop.....	10	Hours ...	235	2 35
Hanging shades.....	33	Hours ...	2933	9 68
Surveying.....	14	Hours ...	1707	2 39
Farm implements.....	465	Hours ...	2993	139 21
Laundry yard.....	20	Hours ...	2945	5 89
Ice pond.....	255	Hours ...	3348	85 39
Boat.....	9	Hours ...	3655	3 29
Ice tools.....	15	Hours ...	3646	5 47
Ice house.....	17	Hours ...	2264	3 85
Amusements.....	75	Hours ...	2414	18 11
Fitting keys.....	19	Hours ...	4 73	8 12
New furniture.....	9	Hours ...	4273	2 11
<i>Carpenter service</i> — <i>Temporary</i> .				
Water troughs.....	36	Hours ...	3197	11 51
Ombra windows.....	12	Hours ...	3333	4 00
Care of machinery.....	8	Hours ...	3333	2 67
Coffins and boxes.....	364	Hours ...	08	29 12
Kitchen tools.....	345	Hours ...	3124	107 81
Kitchen fixtures.....	46	Hours ...	3241	14 91
Hanging shades.....	2	Hours ...	3333	67
Whitewashing.....	78†	Hours ...	20	15 65
Farm implements.....	980	Hours ...	2014	197 31

Potato bins.....	28	Hours...	2921	8 17
Laundry yard.....	11	Hours...	3333	3 67
Machinery repairs.....	38	Hours...	2965	11-27
Ladders.....	9	Hours...	3333	3 00
Ice pond.....	235	Hours...	3020	10 98
Awning.....	18	Hours...	3333	6 00
Road signs.....	20	Hours...	315	6 30
Machine shop fixtures.....	3	Hours...	3333	1 00
Ice harvesting.....	90	Hours...	3333	30 00
Hoisting machinery.....	6	Hours...	3333	2 00
Ice tools.....	51	Hours...	1247	6 36
Poultry yard.....	62	Hours...	2559	15 87
Cleaning shop.....	394	Hours...	08	31 52
Amusements.....	29	Hours...	3124	9 66
Electric light.....	6	Hours...	3333	2 00
Ward alterations.....	96	Hours...	3333	32 00
Refrigerator.....	52	Hours...	3333	17 34
Pump-house.....	54	Hours...	3333	18 00
New furniture.....	103	Hours...	2742	28 25
				<hr/>
				\$83,829 46
				<hr/>
Wheat flour.....	1331	Barrels...	\$5 044	\$6,713 15
Graham flour.....	8	Barrels...	4 745	37 96
Buckwheat flour.....	190	Pounds..	0516	9 81
Pilot bread.....	10	Boxes....	15	1 50
Wafer crackers.....	61	Boxes....	4442	27 10
Oyster crackers.....	5,840	Pounds...	0603	352 05
Oat meal.....	120	Barrels...	4 692	567 55

PROVISIONS AND STORES.

*Farinaceous foods.*



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES — <i>Farinaceous foods</i> — (Continued).				
Corn meal.....	59	Barrels...	\$4 396	\$259 05
Corn meal.....	35	Pounds..	0275	95
Hominy.....	181	Barrels...	1 8324	331 65
Hominy.....	1	Case.....	.....	2 00
Hominy.....	50	Pounds..	04	2 00
Hominy.....	38	Bags.....	1827	6 94
Farina.....	13	Kegs.....	3 546	46 10
Farina.....	5	Cases.....	3 59	17 94
Farina.....	4	Dozen...	9375	3 75
Pearl barley.....	13	Kegs.....	3 58	46 53
Corn starch.....	880	Pounds..	061	53 68
Tapioca.....	40	Pounds..	0815	3 26
Tapioca.....	2	Papers...	33	66
Tapioca.....	6	Boxes.....	125	75
Maccaroni.....	50	Pounds..	1125	5 63
Sago.....	62	Pounds..	0984	6 10
Almond paste.....	5	Pounds..	35	1 75
Vermicelli.....	37	Pounds..	1065	3 94
Freight.....	.....	.....	.....	36 25
Expressage.....	.....	.....	.....	1 00
				\$8,539 05

Yeast.

Hops .....	90	Pounds ..	\$0 37	\$33 30
Malt .....	9	Bushels ..	1 294	11 65
Baking powder .....	121	Pounds ..	3567	43 15
Baking soda ..	87	Pounds	066	5 70
Compressed yeast ..	$\frac{1}{2}$	Pound ..	36	18
Yeast .....	10	Cakes .....	02	20
Yeast. ....	1	Box .....	.....	18
Freight .....	.....	.....	.....	2 52
Expressage .....	.....	.....	.....	18
				<hr/>
				<u><u>\$97 06</u></u>

Fresh meats.

Beef .....	215,122	Pounds ..	\$0 0883	\$18,975 22
Mutton .....	44,495	Pounds ..	1129	5,024 07
Lamb .....	1,064	Pounds ..	0744	79 13
Pork .....	2	Pounds ..	12	24
Sausage ..	2	Pounds ..	12	24
Veal .....	9,753	Pounds ..	.....	1,017 16
Calves head .....	2	.....	50	1 00
Roast beef .....	402 $\frac{1}{4}$	Pounds ..	20	80 45
Porterhouse steak ..	180 $\frac{1}{2}$	Pounds ..	20	36 10
				<hr/>
				<u><u>\$25,213 61</u></u>

Salt and smoked meats.

Ham .....	12,876	Pounds ..	\$0 1124	\$1,447 07
Bacon ....	39 $\frac{3}{8}$	Pounds ..	1650	6 50
Tongues .....	32	.....	9328	29 85



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES—Salt and smoked meats—(Continued).				
Salt .....	7	Sacks.....	\$1 40	\$9 80
Salt peter .....	12	Pounds ..	10	1 20
Smoking .....	123	Pieces ...	0897	11 04
				\$1,505 46
Poultry and game.				
Chicken .....	729	Pounds ..	\$0 2396	\$174 64
Broilers .....	205	Pairs ....	90	184 52
Turkey .....	3,566 $\frac{3}{4}$	Pounds ..	1815	647 38
Squabs .....	66	.....	2864	18 90
Quail .....	6	.....	1666	1 00
Ducks .....	154	Pounds ..	2133	32 87
Partridges .....	2	Pairs ....	1 625	3 25
Wild pigeons .....	12	.....	25	3 00
Freight .....		.....	.....	14 90
Expressage .....		.....	.....	4 25
				\$1,084 71
Fresh fish, oysters, etc.				
Bass .....	821 $\frac{3}{4}$	Pounds ..	\$0 0733	\$60 39
Codfish .....	4,028 $\frac{1}{4}$	Pounds ..	0736	296 57
Blue fish .....	2,812	Pounds ..	081	227 80

Weak fish.	1,100	Pounds ..	052	56	26
White fish.	2,995 $\frac{1}{4}$	Pounds ..	0939	281	31
Ciscoes	1,650	Pounds ..	051	84	13
Halibut	1,299 $\frac{3}{4}$	Pounds ..	1229	159	86
Haddock	2,387	Pounds ..	0572	136	42
Spanish mackerel	61	Pounds ..	2450	14	93
Salmon	44 $\frac{1}{2}$	Pounds ..	2850	12	54
Headed red snaps	400	Pounds ..	08	32	00
Smelts	30	Pounds ..	25	7	51
Flukes	425	Pounds ..	05	21	25
Shad	2,052	.....	2215	454	46
Oysters	175 $\frac{1}{2}$	Quarts ....	3258	57	13
Oysters	109,950	.....	0064	697	36
Oysters	12	Baskets ..	1 433	12	50
Clams	47,800	.....	0059	279	54
Lobsters	23	Pounds ..	1121	2	58
Expressage	.....	.....	.....	25	54
Freight	.....	.....	.....	96	92

\$3,017 00
\$11 38
28 00
335 50
35 25
1,426 32
30 73
\$1,867 18

Salt and dried fish.

Checked codfish	200	Pounds ..	\$0 0569
Codfish	4	Quintals..	7 00
Codfish	12	Cases.....	27 9583
Mackerel	5	Quintals..	7 05
Mackerel	74	Barrels...	19 2745
Freight	.....	.....	.....



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES — <i>Fresh vegetables.</i>				
Potatoes .....	4	Bushels..	\$3 1375	\$12 55
Potatoes .....	128	Barrels...	1 9011	243 35
Sweets.....	4 <sup>5</sup> / <sub>8</sub>	Bushels..	1 80	8 30
Sweets.....	2	Barrels...	1 75	3 50
Spinach .....	5 <sup>3</sup> / <sub>4</sub>	Bushels...	1 304	7 50
Lettuce.....	14	Heads....	10	1 40
Cauliflower.....	12	Heads....	2290	2 75
Egg plant.....	5	.....	162	81
Cabbage.....	65	Heads....	1014	6 59
Tomatoes.....	1	Basket...	.....	75
Asparagus.....	5	Bunches..	60	3 00
Cucumbers .....	8	.....	02	16
Beets.....	35	Bunches..	1242	4 35
Turnips.....	19	Bunches..	045	86
Squash .....	19	.....	0947	1 80
Squash .....	30 <sup>3</sup> / <sub>4</sub>	Pounds..	0458	1 41
Freight.....	.....	.....	.....	58 37
				\$357 45
<i>Canned vegetables.</i>				
Tomatoes.....	19 <sup>1</sup> / <sub>2</sub>	Cases.....	\$2 76	\$53 81
Peas .....	6	Cases.....	5 678	34 07





TABLE No. 3.—(Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES — <i>Wet groceries</i> — (Continued).				
Vinegar.....	1726	Gallons..	\$0 1236	\$213 31
Making vinegar.....	.....	.....	.....	10 30
Olive oil.....	14	Boxes....	7 65	107 10
Honey .....	32	Boxes....	2516	8 05
Freight.....	.....	.....	.....	6 50
				\$995 06
<i>Condiments.</i>				
Salt .....	15	Sacks.....	\$1 406	\$21 10
Salt .....	18	Jars .....	1333	2 40
Salt .....	12	Bushels..	3583	4 30
Salt .....	20	Barrels ..	2 375	47 50
Red pepper.....	$3\frac{1}{4}$	Pounds..	24	78
White pepper .....	25	Pounds..	29	7 25
Black pepper.....	280	Pounds..	1297	36 30
Mustard.....	184 $\frac{1}{4}$	Pounds..	1823	33 60
Ginger .....	25	Pounds..	152	3 80
Mace .....	$\frac{1}{2}$	Pound....	1 80	90
Allspice .....	11	Pounds..	118	1 30
Cinnamon . . . . .	6	Pounds..	18	1 08
Cloves .....	18	Pounds..	205	3 68
Capers .....	1	Bottle ....	.....	45
Nutmegs.. .....	34 $\frac{1}{8}$	Pounds..	1 37	4 95

Thyme.....	16	Boxes....	1187	1 90
Vanilla . . . . .	15	Ounces...	6133	9 20
Vanilla (pints).....	$\frac{1}{2}$	Dozen ...	14 00	7 00
Tonka bean.....	2	Ounces...	19	38
Sage... ..	16	Boxes.....	10	1 60
Bay leaves.....	2	Pounds...	15	30
Caraway seeds . . . . .	1	Pound....	.....	15
Currie powder . . . . .	1	Bottle ...	.....	35

\$190 27

Dairy products.

Butter . . . . .	48,461 $\frac{3}{4}$	Pounds...	\$0 1979	\$9,593 61
Eggs.....	23,176	Dozen ...	2020	4,682 71
Cheese . . . . .	3,922	Pounds...	1112	436 20
Cheese, Edam . . . . .	49 $\frac{1}{16}$	Pounds...	2392	11 93
Milk.. . . .	60,679	Quarts...	03405	2,066 54
Lard.....	1,203	Pounds ..	0833	100 21
Condensed milk.....	45	Cases ....	7 3683	331 23
Expressage . . . . .	.....	.....	.....	57 85
Freight . . . . .	.....	. . . . .	.....	18 58

\$17,298 86

Fresh fruits.

Apples.....	52	Barrels...	\$1 5317	\$79 65
Apples.....	29 $\frac{1}{4}$	Pecks....	3072	8 68
Melons.....	65	.....	2146	13 95
Pine apples.....	13	.....	135	1 75
Peaches.....	10	Boxes....	2 155	21 55



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES — <i>Fresh fruits</i> — (Continued).				
Peaches..	3	Crates...	\$2 3666	\$7 10
Peaches.....	69	Baskets...	1 056	72 85
Peaches.....	17	Quarts...	1775	3 00
Peaches.....	5½	Dozen ...	5733	3 15
Pears.....	731½	Dozen ...	5287	39 04
Pears.....	10	Baskets ..	6250	6 25
Pears.....	½	Peck.....	40	20
Cherries.....	12	Quarts....	10	1 20
Quinces.....	2	Baskets ..	50	1 00
Grapes .....	1,341	Pounds ..	0345	46 30
Grapes .....	15	Boxes....	2966	4 45
Grapes .....	13	Baskets ..	3192	4 15
Cranberries.....	51⅛	Bushels ..	3 53	18 10
Strawberries.....	336	Quarts...	082	27 56
Huckleberries .....	4,516	Pounds ..	08	361 28
Berries.....	165½	Quarts....	1449	23 96
Lemons.....	39	Boxes...	4 2025	163 90
Lemons.....	½	Dozen ....	36	18
Oranges.....	244½	Dozen ....	3823	93 47
Oranges.....	1	Box .....	.....	2 25
Bananas .....	138½	Dozen ....	3548	49 15
Freight.....	.....	.....	.....	25
				\$1,054 37

Dried fruits.

Apples.....	915½	Pounds..	\$0 035	\$32 20
Currants.....	77	Pounds..	0746	5 75
Cocoanut.....	3	Pounds..	3666	1 10
Peanuts.....	12	Bushels..	1 50	18 00
Prunes.....	125	Pounds..	1410	17 63
Prunes.....	1	Jar.....	.....	75
Raisins.....	91	Pounds..	0754	6 87
Raisins.....	7	Boxes....	1 9855	13 90
Apricots.....	2	Pounds..	10	20

\$96 40

Canned fruits.

Apples.....	288	Gallons..	\$0 7466	\$215 00
Plums, cans.....	1	Gallon...	.....	1 00
Strawberries.....	1	Jar.....	.....	75
Pears.....	152	Cans ....	7512	114 17
Expressage.....	.....	.....	.....	3 56
Freight.....	.....	.....	.....	3 20

\$337 68

Preserves, jellies, etc.

L. P. sauce.....	3	Dozen...	\$2 50	\$7 50
Butter fruit.....	2	Pounds..	32	64
Jelly.....	1	Jar.....	.....	45
Gelatine.....	14	Dozen...	1 7392	24 35
Gelatine.....	1	Case.....	.....	19 00



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES — <i>Preserves, jellies, etc.</i> — (Continued).				
Citron .....	35	Pounds ..	\$0 2485	\$8 70
Marmalade .....	1	Jar .....	.....	25
				<u>\$60 89</u>
<i>Confectionery.</i>				
Ginger snaps.....	7	Pails.....	\$0 51	\$3 57
Ginger snaps.....	5 $\frac{1}{4}$	Pounds ..	25	1 31
Lady fingers.....	6	Dozen ...	12	72
Mixed candy.....	450	Pounds ..	10	45 00
Maple sugar.....	2 $\frac{1}{4}$	Pounds ..	20	45
Ice cream.....	289	Quarts...	3033	87 65
				<u>\$138 70</u>
<i>Water.</i>				
Water.....	21,900	Cub. ft....	\$0 0024	\$53 30
Use of meter .....	.....	.....	.....	3 15
				<u>\$56 45</u>
<i>Ice.</i>				
Salt hay .....	10,295	Pounds..	\$0 0064	\$66 91

Laundry supplies.

Soap, common.....	8,000	Pounds..	\$0 05	\$400 00
Sal soda .....	6,140	Pounds..	01216	74 69
Caustic soda.....	2,664	Pounds..	0383	102 10
Bluing.....	106	Pounds..	3617	38 35
Starch .....	1,456	Pounds..	05192	75 61
Beeswax .....	10	Pounds..	575	5 75
Sad irons.....	96	Pounds..	04	3 84
Clothes pins .....	3	Boxes....	80	2 40
Clothes pins.....	10	Gross .....	16	1 60
Wash tubs.....	6	.....	1 1666	7 00
Wash boards.....	7	.....	2628	1 85
Baskets .....	26	.....	3 7403	97 25
Baskets repaired .....	31	.....	1 50	46 50
Freight.....	.....	.....	.....	12 21

\$869 15

Household supplies.

Soap, common.....	7,500	Pounds..	\$0 05	\$375 00
Toilet soap .....	7	Boxes....	1 9285	13 50
Floured soap (cartridges).....	3	Dozen .....	2 50	7 50
Castile soap.....	90 <sup>7</sup> / <sub>8</sub>	Pounds..	1123	10 21
Carbolic soap.....	24	Cases .....	4 9583	119 00
Carbolic soap .....	3	Boxes....	5 50	16 50
Ivory soap .....	20	Boxes....	6 7945	135 89
Pride of the Kitchen soap.....	12	Boxes....	2 905	34 87
Bath brick.....	1	Box .....	.....	90
Silver polish.....	1 <sup>1</sup> / <sub>2</sub>	Gross.....	24 00	36 00
Hultz' Pomade.....	4 <sup>1</sup> / <sub>2</sub>	Gross.....	6 3776	28 70
Machine oil.....	3	Pints .....	1666	50



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES — <i>Household supplies</i> — (Continued).				
Oil of cedar.....	11	Pounds ..	\$0 7836	\$8 62
Safety matches.....	57	Gross.....	5210	29 70
Sulphuric matches.....	16	Gross.....	6566	10 50
Sulphuric matches.....	5	Boxes.....	32	1 60
Mops.....	1,089	Pounds....	1099	119 70
Dish mops.....	1½	Dozen.....	1 3333	2 00
Mop handles.....	23½	Dozen.....	1 0403	23 23
Twine.....	113	Pounds ..	1215	13 73
Brown paper.....	5	Reams.....	85	4 25
White paper.....	70	Pounds....	0750	5 25
Manilla paper.....	450	Pounds....	0683	30 75
Manilla paper.....	6	Sheets.....	04	24
Bags.....	800	.....	0074	5 97
Tissue paper.....	1,167	Pounds....	12	140 04
Counter brushes.....	1	Dozen ....	.....	7 50
Crumb brush.....	1	.....	.....	25
Marking brush.....	1	.....	.....	10
Feather dusters.....	30	.....	6384	19 15
Popes heads.....	2	.....	48	96
Pipes.....	16	Boxes.....	2 00	32 00
Smoking tobacco.....	3,012	Pounds ..	1626	489 84
Snuff.....	1	Pound ....	.....	55
Bird seed.....	17	Boxes.....	1550	2 63
Bird sand.....	2	Boxes.....	10	20
Bird food.....	.....	.....	.....	60

Cuttle fish .....	2	.....	.....	075	15
Bird gravel .....	6	.....	Boxes .....	0366	20
Lantern burners .....	6	.....	Dozen .....	45	2 70
Alcohol lamp .....	1	.....	.....	.....	90
Lanterns .....	2	.....	.....	1 00	2 00
Candles .....	324	.....	Pounds ..	16	51 84
Candle sticks .....	4	.....	Dozen .....	30	1 20
Lamp wicks .....	19	.....	.....	0125	24
Tapers .....	10	.....	Dozen .....	1 28	12 80
Gas lighter .....	1	.....	.....	.....	60
Rubber tubing .....	118 $\frac{1}{2}$	.....	Feet .....	0819	9 70
Mohair tubing .....	1	.....	Length ..	.....	1 25
Insect powder .....	20	.....	Pounds ..	3350	6 70
Fly paper .....	13	.....	Boxes .....	45	5 85
Stove polish .....	1 $\frac{1}{4}$	.....	Dozen .....	9840	1 23
Tea bells .....	2	.....	.....	50	1 00
Dust pans .....	1	.....	Gross .....	.....	24 00
Dust pans .....	1	.....	.....	.....	90
Tack hammers .....	3	.....	.....	15	45
Window strip .....	1	.....	.....	.....	45
Gas burner .....	1	.....	.....	.....	40
Tripod .....	1	.....	.....	.....	20
Cork screw .....	1	.....	.....	.....	15
Basket .....	2	.....	.....	795	1 59
Maltine .....	1 $\frac{9}{12}$	.....	Dozen .....	1 50	1 25
Powder bellows .....	1	.....	.....	.....	50
Carpet stretcher .....	1	.....	.....	.....	50
Soap canisters .....	1	.....	Dozen .....	.....	27 00
Ice picks .....	2	.....	.....	125	25
Wire rat trap .....	1	.....	.....	.....	1 25



TABLE No. 3 — (Continued).

ITEM.		Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES — Household supplies — (Continued).					
Freight .....		.....	.....	.....	\$6 13
Expressage .....		.....	.....	.....	2 25
					<hr/> <hr/> \$1,893 56 <hr/> <hr/>
<i>Crockery and glassware.</i>					
Vegetable dishes .....		9 $\frac{1}{8}$	Dozen ...	\$4 2261	\$38 74
Gravy boats .....		3	.....	21	63
Covered dishes .....		$\frac{1}{2}$	Dozen ...	20 50	10 25
Nappies .....		2	.....	145	29
Sauce dishes .....		1 $\frac{7}{8}$	Dozen ...	1 80	2 85
Soup plates .....		27 $\frac{1}{2}$	Dozen ...	9575	26 33
Breakfast plates .....		10 $\frac{1}{2}$	Dozen ...	1 0038	10 54
Dishes .....		1	Set .....	.....	35 00
Tea plates .....		12	Dozen ...	80	9 60
Cake plates .....		$\frac{1}{2}$	Dozen ...	7 80	3 90
Dinner plates .....		21	Dozen ...	1 1072	23 25
Saucers .....		87 $\frac{1}{4}$	Dozen ...	3957	34 53
Cups .....		217	Dozen ...	7611	165 14
Carafe .....		2	. ....	1 40	2 80
Soup tureens .....		1	.....	.....	1 40
Sauce boats .....		$\frac{1}{4}$	Dozen ...	4 80	1 20
Sauce tureens .....		2 $\frac{1}{4}$	Dozen ...	2 77	6 23
Sugar bowls .....		7	.....	7015	4 91

Bowls.....	159 $\frac{2}{3}$	Dozen ...	5171	82 57
Cream bowls.....	2	.....	40	80
Semi-porcelain bowls.....	4	Dozen ...	80	3 20
Pitchers.....	10 $\frac{1}{2}$	Dozen ...	3 0638	32 17
Tumblers.....	71	Dozen ...	5293	37 58
Egg cups.....	2 $\frac{2}{3}$	Dozen ...	1 26	3 35
Jelly glasses.....	10 $\frac{1}{2}$	Dozen ...	49	5 14
Mustards.....	3 $\frac{1}{12}$	Dozen ...	1 265	3 90
Peppers.....	10	Dozen ...	1 32	13 20
Salt.....	1	Dozen ...	.....	75
Lamp shades.....	3	.....	58	1 74
Chinneys.....	1 $\frac{1}{2}$	Dozen ...	92	1 37
Lantern globes.....	5	Dozen ...	1 75	8 75
Opal cone.....	1	.....	.....	35
Smoke catchers.....	2	.....	375	75
Jars.....	10 $\frac{1}{3}$	Dozen ...	1 25	12 93
Stone pots.....	4	.....	76	3 04
Jugs.....	$\frac{1}{2}$	Dozen ...	1 30	65
Jar rings.....	8	Dozen ...	14625	1 17
Salt jars.....	2	Dozen ...	1 50	3 00
Bird baths.....	4	.....	07	28
Soap dishes.....	1 $\frac{1}{6}$	Dozen ...	1 375	1 60
Spittoons.....	4	Dozen ...	9 00	36 00
Flwers and basins.....	3 $\frac{1}{4}$	Dozen ...	6 4984	21 12
Slop jars.....	3	.....	1 10	3 30
Chair pans.....	2	.....	80	1 60
Chambers, rubber.....	4	Dozen ...	24 30	97 20
Chambers.....	31	Dozen ...	2 8582	88 60
Teapot.....	1	.....	.....	1 85
Soup ladle.....	1	.....	.....	75
Water coolers.....	3	.....	1 90	5 70



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES— <i>Crockery and glassware</i> —(Continued).				
Sundry dishes . . . . .	.....	.....	.....	\$21 26
Freight . . . . .	.....	.....	.....	6 35
Expressage . . . . .	.....	.....	.....	25
				<hr/> \$879 86 <hr/>
<i>Plated ware and cutlery.</i>				
Carvers and forks . . . . .	2	.....	\$2 70	\$5 40
Bread knives . . . . .	2	.....	45	90
Cleavers . . . . .	2	.....	1 25	2 50
Steels . . . . .	2	.....	625	1 25
French table knife . . . . .	3	.....	9333	2 80
Saws . . . . .	1	Dozen	.....	1 50
Oyster knife . . . . .	1	.....	.....	15
Mincing knives . . . . .	2	.....	40	80
Saw blades . . . . .	1	.....	.....	50
Vegetable knives . . . . .	20 $\frac{19}{2}$	Dozen	1 6694	4 73
Mustard ladles . . . . .	1	Dozen	.....	40
Scissors . . . . .	4	Pairs	7375	2 95
				<hr/> \$23 88 <hr/>
<i>Wooden ware.</i>				
Baskets . . . . .	2	.....	\$1 00	\$2 00
Rubber band for carpet sweeper . . . . .	1	.....	.....	25
Brooms, monogram . . . . .	6	Dozen	4 00	24 00

Brooms R**	32	Dozen . . .	2 6875	86 00
Brooms, gold cap.	30	Dozen . . .	2 3833	71 50
Brooms, whisk.	7 $\frac{5}{6}$	Dozen . . .	1 1859	9 29
Counter brush	1	Dozen . . .	....	7 50
Scrubbing brush	40 $\frac{1}{8}$	Dozen . . .	4 48 $\frac{8}{10}$	180 27
Sink brushes	13 $\frac{3}{4}$	Dozen . . .	50	6 88
Kegs	2	.....	1 35	2 70
Ladles	3	.....	10	30
Butter spade	1	.....	....	10
Mouse traps	20	.....	0 137	2 74
Rat traps	1	.....	....	1 40
Bread board	1	.....	....	20
Spoon	1	.....	....	10
Butter print	1	.....	....	25
Faucets	5	.....	312	1 56
Meat block	1	.....	....	3 00
Freight	.....	.....	....	3 27
Expressage	.....	.....	....	2 25

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\$405 56

*Tin and iron ware.*

Coffee pots	4	.....	\$0 7275	\$2 91
Tea pots	1	.....	....	40
Tea pot repairs	.....	.....	....	10
Pie plates	3	Gross . . .	3 0666	9 20
Tin cups	37	.....	2251	8 33
Central cups	2	Gross . . .	5 00	10 00
Bowls	1	Dozen . . .	....	55
Pans, ten-quart	1	Dozen . . .	....	2 45
Oval dishpans	14	Dozen . . .	6 75	8 43
Dishpans	4	.....	1 0625	4 25



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES— <i>Tin and iron ware</i> —(Continued).				
Pans.....	4	.....	\$0 1850	\$0 74
Pans repaired.....	.....	.....	.....	2 10
Sauce pans.....	4	.....	4750	1 90
Granite pans.....	1	.....	.....	86
Copper tinning.....	406 $\frac{1}{2}$	Inches...	06	24 39
Copper tinning.....	16	Pieces...	38	6 08
Roasting pans.....	16	.....	6 0362	96 58
Fry pans.....	8	.....	1 61	12 88
Russia pans.....	90	.....	23	20 70
Dripping pan.....	1	.....	.....	35
Fish broilers.....	2	.....	1 275	2 55
Slop pail.....	1	.....	.....	60
Watering pots.....	4	.....	1 05	4 20
H'y. galvanized water pails.....	6 $\frac{1}{2}$	Dozen...	4 9230	32 00
Water pails.....	6	Dozen...	4 00	24 00
Pails.....	3	.....	1 10	3 30
Seamless chamber pails.....	1 $\frac{1}{2}$	Dozen...	23 40	35 10
Galvanized water coolers.....	2	.....	2 00	4 00
Milk cans — 1 quart.....	2	.....	25	50
Dippers.....	6 $\frac{3}{8}$	Dozen...	411	2 74
Dipper bowls.....	11 $\frac{1}{2}$	Gross....	2 815	3 05
Soup ladles.....	5	.....	36	1 80
Spoons.....	$\frac{3}{4}$	Dozen...	3 90	2 93
Grater.....	1	.....	.....	08

Egg beaters	1	Dozen	5 50	2 75
Slicer	1	.....	.....	12
Fork	1	.....	.....	12
Dredging box	1	.....	.....	20
Strainers	2	.....	30	60
Porcelain kettle	1	.....	.....	1 00
Granite broiler	1	.....	.....	1 58
Apple parer	1	.....	.....	50
Can openers	2	.....	20	40
Trays	13	.....	1533	1 99
Galvanized iron	222	Pounds	08	17 76
Russia iron	133	Pounds	15	19 95
Copper	2½	Pounds	40	1 00
Colander	1	.....	.....	2 50
Oil cans	3	.....	2833	85
Cake box	2	.....	1 10	2 20
Ash cans	4	Dozen	16 56	4 14
Molasses gates	3	.....	3833	1 15
Pail ears	4	.....	03	12
Iron wire	10	Pounds	10	1 00
Rivets	1	Package	.....	80
Fly trap	1	.....	.....	40
Pan handles	1	Dozen	.....	48
Tin box	1	.....	.....	80
Fruit press	1	.....	.....	40
Milk boiler	1	.....	.....	2 75
Riddle iron	1	.....	.....	75
Freight	.....	.....	.....	5 39

\$401 75



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
PROVISIONS AND STORES — Toilet articles.				
Coarse combs .....	2	Gross ....	\$14 10	\$28 20
Barbers' combs .....	$\frac{1}{2}$	Dozen ...	2 60	1 30
Fine combs .....	1	Gross ....	.....	5 13
Nail brushes .....	3	.....	30	90
Shoe brushes .....	3	Dozen ...	2 96	8 88
Daubers .....	$\frac{1}{2}$	Dozen ...	2 00	1 00
Hair pins .....	12	Pounds ..	235	2 82
Hair clippers .....	2	Pairs ....	4 25	8 50
Hair clipper springs .....	1	Dozen ...	.....	36
Hair clipper repairs .....	.....	.....	.....	5 50
Lather brushes .....	2	Dozen ...	3 00	6 00
Razors ....	1	Dozen ...	.....	8 25
Razor strops .....	$\frac{1}{3}$	Dozen ...	2 40	80
Shoe blacking .....	1	Gross ....	.....	8 00
Expressage .....	.....	.....	.....	1 53
				\$87 17
ORDINARY REPAIRS — Main building.				
Carpentry .....	3,567	Hours ...	\$0 2373	\$846 61
Masonry .....	54	Hours ...	4444	24 00
				\$870 61

Out-buildings.

Out-buildings.....	392	Hours ...	\$0 3463	\$135 76
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FARM — Farm and grounds.

Farm rental .....	.....	.....	.....	\$574 72
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Farm stock.

Horses.....	4	Teams....	\$257 435	\$1,029 74
Pigs .....	59	.....	2 645	156 00
Berkshire boar.....	1	.....	.....	12 00
Duck eggs.....	100	.....	07	7 00
Turkey eggs.....	.....	.....	.....	3 00

Farm feed.

Corn and oats.....	29½	Cwt.....	\$1 4236	\$42 00
Oats... ..	2,296	Bushels...	4261	978 32
Corn.....	18	Cwt.....	1 2444	22 40
Cracked corn .....	3½	Cwt.....	1 4144	4 95
Buckwheat .....	2	Bushels...	1 10	2 20
Middlings.....	399	Cwt.....	1 20	478 80
Bran.....	4,153 <sup>70</sup> / <sub>100</sub>	Cwt.....	1 07	698 73
Cornmeal.....	1,359	Cwt.....	1 3369	175 80
Hay.....	117 <sup>60</sup> / <sub>100</sub>	Cwt.....	95	111 72
Salt.....	14	Sacks.....	1 0075	14 10
Salt.....	19	Barrels...	2 50	47 50
Salt.....	2,326	Pounds...	00585	11 83
Salt.....	1¾	Bushels...	60	1 05
				\$2,589 40



TABLE No. 3—(Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
FARM — Wagons, sleighs and harness.				
Wade tire carts .....	2	.....	\$57 50	\$115 00
Wagon.....	1	.....	.....	110 00
Team neck yokes.....	3	.....	1 00	3 00
Hay riggings .....	2	.....	14 00	28 00
Stone boat plank.....	6	.....	1 00	6 00
Wagon reach .....	1	.....	.....	1 50
Wagon repairs.....	.....	.....	.....	93 10
Sleighs — 1-horse bobs .....	1	Pair.....	.....	25 00
Harness.....	3	Setts.....	34 00	102 00
Sweat pads .....	2	.....	45	90
Felt pads.....	2	.....	50	1 00
Sweat collars .....	2	.....	75	1 50
Trace leather .....	1	Side.....	.....	8 64
Harness leather .....	38½	Pounds ..	36	13 86
Calf yoke .....	1	.....	.....	1 50
Cart saddles.....	3	.....	6 00	18 00
Cart breechings .....	3	.....	4 00	12 00
Cart girths .....	3	.....	1 00	3 00
Cart reins.....	3	.....	2 00	6 00
Cart hames.....	3	.....	2 00	6 00
Cart back chains.....	3	.....	1 00	3 00
Harness repairs .....	.....	.....	.....	82 84
Sundry trimmings.....	.....	.....	.....	2 63
				\$644 47

Mower.....	1	.....	.....	\$47 50
Reaper .....	1	.....	.....	67 50
Lawn mower.....	1	.....	.....	9 00
Front brace.....	1	.....	.....	1 50
Spur gears.....	2	.....	\$1 625	3 25
Tiller handles..	1	.....	.....	50
Gear shifter....	1	.....	.....	75
Guards .....	3	.....	40	1 20
Sections.....	49	.....	1097	5 38
Box .....	1	.....	.....	3 00
Knife head .....	1	.....	.....	1 25
Drill tubes.....	2	.....	1 50	3 00
Tiger rake teeth	8	.....	35	2 80
Tedder teeth .....	4	Pairs.....	50	2 00
Road scraper.....	1	.....	.....	35 00
Osborn harrow .....	1	.....	.....	17 50
Plow castings.....	2	.....	75	1 50
Plow shoes.....	1 $\frac{3}{4}$	Dozen. . .	3 52	6 15
Plow points .....	30	.....	4033	12 10
Standard and gear.....	1	.....	.....	65
Syracuse ploughs.....	3	.....	11 00	33 00
Rakes.....	3 $\frac{1}{6}$	Dozen . . .	2 01	6 39
Steel rakes .....	4	.....	45	1 80
Forks, long handled 4-tine.....	10	.....	458	4 58
Forks.....	2	.....	50	1 00
Forks, heavy 2-tine .....	1	Dozen . . .	.....	4 00
Forks, heavy 3-tine.....	1	Dozen . . .	.....	4 50
Forks, spreading.....	1	Dozen . . .	.....	8 00
Fork handles .....	3	.....	10	30
Long-handled shovels.....	7 $\frac{1}{8}$	Dozen . . .	5 76	41 21



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
FARM — Farm implements — (Continued).				
Shovels . . . . .	1	Dozen . . .	.....	\$0 50
Garden hoes . . . . .	24 <sup>0</sup> / <sub>2</sub>	Dozen . . .	\$3 8293	10 85
D. W. hoe . . . . .	1	.....	.....	6 50
Axes . . . . .	6	.....	1 0416	6 25
Axe handles . . . . .	3	.....	25	75
Scythe snaths . . . . .	17 <sup>7</sup> / <sub>2</sub>	Dozen . . .	6 10	9 65
English sickles . . . . .	2	.....	50	1 00
Cutlass scythes . . . . .	<sup>1</sup> / <sub>2</sub>	Dozen . . .	6 00	3 00
Scythes . . . . .	2	.....	3 50	7 00
Corn cutters . . . . .	<sup>1</sup> / <sub>2</sub>	Dozen . . .	2 50	1 25
Rifles. . . . .	1 <sup>1</sup> / <sub>2</sub>	Dozen . . .	85	1 28
Stones . . . . .	<sup>1</sup> / <sub>2</sub>	Dozen . . .	1 00	3 50
Grindstone . . . . .	1	.....	.....	7 50
Straw cutter . . . . .	1	.....	.....	
				\$385 84
Hardware.				
Bolts . . . . .	2	Dozen . . .	\$0 595	\$1 19
Hinges . . . . .	38	Pounds . .	05	1 90
Hinges, extra heavy T . . . . .	1	Pair . . . .	.....	45
Drill casting . . . . .	1	.....	.....	55
Machine castings . . . . .	1	.....	.....	3 75
Casting . . . . .	1	.....	.....	50

Oil cans.....	3	.....	2166	65
Ice saw, handle and clamps.....	2	.....	50	1 00
Malleable iron.....	17½	Pounds..	10	1 73
Malleable iron nuts and threads.....	8	Pounds..	15	1 20
Hammers.....	2	.....	50	1 00
Repairing Theodolite.....	.....	.....	.....	31 15
Repairing ice tools.....	.....	.....	.....	1 20
Repairing farm implements.....	.....	.....	.....	6 40
Baskets.....	2	.....	1 45	2 90
Steel ice hooks.....	3	.....	75	2 25
Coil fuse.....	1	.....	.....	75
Dynamite.....	5¼	Pounds..	30	1 58
Freight.....	.....	.....	.....	35

\$60 50

Seeds, plants and trees.

Corn.....	2	Bushels..	\$1 375	\$2 75
Potatoes, Early Hebrons.....	76	Barrels...	2 2468	170 75
Potatoes, Manister.....	1	Barrel...	.....	2 00
Potatoes, Houlton Rose.....	1	Barrel...	.....	2 00
Potatoes, New Queen.....	21	Barrels...	2 238	47 00
Potatoes, Pearl of Savoy.....	1	Barrel...	.....	2 00
Potatoes, Polaris.....	1	Barrel...	.....	2 00
Potatoes, Early Polaris.....	20	Barrels...	2 25	45 00
Potatoes, White Star.....	110	Barrels...	2 25	247 50
Potatoes, Late Hebron.....	75	Barrels...	2 25	168 75
Potatoes.....	28	Barrels...	2 00	56 00
Clover.....	12	Bushels...	7 90	94 80
Clover.....	720	Pounds..	12	86 40



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
FARM — Seeds, plants and trees — (Continued).				
Timothy .....	45	Bushels ..	\$1 94	\$87 30
Buckwheat .....	1	Bushel ...	.....	1 50
Freight .....	.....	.....	.....	6 55
				\$1,022 30
Manure.				
Horse manure .....	212	Loads. ....	\$1 50	\$318 00
Horse manure .....	259 <sup>720</sup> / <sub>2000</sub>	Tons. ....	2 5042	650 40
Phosphate .....	23 <sup>1</sup> / <sub>2</sub>	Tons. ....	41 33	971 26
Plaster .....	250	Pounds ..	005	1 25
Lime .....	9	Barrels. ...	1 00	9 00
Bone .....	70	Cwt. ....	1 75	122 50
Freight .....	.....	.....	.....	37 72
				\$2,110 13
Farm supplies.				
Blankets .....	13	.....	\$3 7884	\$49 25
Brushes .....	2	.....	1 00	2 00
Brooms, rattan .....	2	.....	50	1 00
Curry combs .....	1	.....	.....	50
Harness oil .....	1	Can .....	.....	60
Measure, 4-quart .....	3	.....	25	75

Rubber buckets .....	4	.....	20	80
Whip.....	1	.....	.....	1 50
Ox balls.....	3	.....	50	1 50
Wro't staples .....	$\frac{1}{2}$	Dozen .....	26	13
Rivets ....	2	Pound .....	25	50
T. C. bolts .....	2	Pounds .....	08	16
Grd. bolts .....	1	.....	.....	60
Carriage bolts .....	200	Dozen .....	0192	3 85
Stable pails.....	2	.....	60	1 20
Bushel basket .....	1	.....	.....	2 50
Manilla rope.....	3	.....	16	48
Hellebore .....	$\frac{1}{4}$	Pounds .....	20	05
Paris green.....	13	Pound .....	25	3 25
Padlock with chain.....	3	Pounds .....	35	1 05
Blasting powder .....	2	.....	20	40
Freight .....	.....	Pounds .....	.....	10 30

\$82 37

Horse-shoeing.

New horse shoes .....	428	.....	\$0 49	\$209 75
Setting horse shoes.....	199	.....	25	49 75
Ox shoes.....	64	.....	3125	20 00
Setting ox shoes .....	4	.....	20	80

\$280 30

Garden seeds and plants.

Cabbage plants .....	1,000	.....	\$0 0036	\$3 60
Cabbage seed .....	1	.....	.....	23



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
FARM — Garden seeds and plants — (Continued).				
Sundry seed .....	.....	.....	.....	\$116 18
Flower pots .....	100	.....	\$0 0338	3 38
				\$123 39
Roads and grading implements.				
Dutchess wheelbarrows .....	100	.....	\$1 4116	\$141 66
Dutchess trays .....	2	Dozen ..	6 60	13 20
Front pieces .....	3	Dozen ..	2 40	7 20
Castings .....	.....	.....	.....	3 12
Picks .....	3½	Dozen ..	6 00	21 00
Pick handles .....	8	Dozen ..	1 46.	11 68
Round pointed shovels .....	2	Dozen ..	5 75	11 50
Spades .....	3	.....	75	2 25
Steel tooth rakes .....	½	Dozen ..	2 75	1 37
Scraping and grading .....	.....	.....	.....	133 00
				\$345 98
Stable — Wagons, sleighs and harness.				
Large umbrella .....	1	.....	.....	\$2 12
Sundry trimmings .....	.....	.....	.....	7 49
Curry combs .....	1½	Dozen ..	\$1 78	1 93
Brushes .....	1½	Dozen ..	5 06	7 60

Black oil covers.....	2	.....	9 36	18 73
Stable sheets.....	2	.....	.....	5 75
Sundry supplies.....	.....	.....	.....	11 75
Horse-shoeing .....	52	New.....	50	26 50

\$81 36

Veterinary.

Veterinary service.....	.....	.....	.....	\$433 40
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CLOTHING.

Wool hats.....	9	.....	\$1 677	\$15 10
Caps .....	2	.....	75	1 50
Straw hats .....	25 <sup>9</sup> / <sub>12</sub>	Dozen ...	2 3495	60 50
Wool gloves .....	2 <sup>2</sup> / <sub>12</sub>	Dozen ...	5 192	11 25
“T” back gloves.....	2	Dozen ...	4 125	8 25
“T” back mitts.....	11 <sup>5</sup> / <sub>6</sub>	Dozen ...	5 3206	62 96
Ladies’ mitts .....	5 <sup>1</sup> / <sub>12</sub>	Dozen ...	1 6546	9 79
Overcoat .....	1	.....	.....	25 00
Rubber overcoats.....	2	.....	3 00	6 00
Duster.....	1	.....	.....	1 25
Satinet suits .....	225	.....	4 75	1,068 75
Cottonade suits .....	200	.....	3 25	750 00
Special suits.....	4	.....	10 688	42 75
Satinet pants .....	25	Pairs .....	1 6244	40 62
Special pants .....	7	Pairs .....	1 8928	13 25
Overalls and jumpers..	4	Pairs .....	1 20	4 50
Jackets.. .....	15 <sup>3</sup> / <sub>4</sub>	Dozen ...	19 60	308 70
Suspenders .....	69 <sup>2</sup> / <sub>3</sub>	Dozen ...	1 7958	125 10
Leather boots.....	80	Pairs .....	2 225	178 00



TABLE No. 3—(Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
CLOTHING — (Continued).				
Rubber boots .....	30	Pairs .....	\$2 75	\$82 50
Gaiters.....	304	Pairs .....	1 5798	485 70
Pebble goat shoes .....	204	Pairs .....	1 50	306 00
Sundry shoes .....	15	Pairs .....	2 33	34 95
Neckties .....	5¼	Dozen .....	3828	2 01
Shirts and drawers.....	69	Dozen .....	6 11	421 59
Ladies' flannel shirts.....	½	Dozen .....	6 00	3 00
Waists .....	4	.....	50	2 00
Drawers.....	11½	Dozen .....	6 3306	74 91
Unlaundered shirts.....	40	Dozen .....	3 25	130 00
Atlantic "A" shirts .....	50	Dozen .....	3 25	162 50
Sundry shirts.....	17	.....	8647	14 70
Half hose .....	159	Dozen .....	1 7603	279 90
Wool hose.....	20½	Dozen .....	3 3938	69 29
Ladies' brown hose. . . . .	96	Dozen .....	1 8213	174 84
Sundry hose.....	1½	Dozen .....	3 008	3 49
Cuffs .....	2	Pairs .....	25	50
Handkerchiefs.....	6½	Dozen.....	5707	3 71
Hoods.....	6	Dozen.....	4 23	25 38
Chester shawls.....	4	Dozen.....	7 05	28 20
Beaver shawls.....	3	Dozen.....	32 1466	96 44
Undervests.....	41½	Dozen.....	4 2071	173 19
Gown.....	1	.....	.....	1 00
Calf slippers.....	824	Pairs .....	85	700 40

Russet slippers.....	360	Pairs .....	85	306 00
Sundry slippers.....	6	Pairs .....	1 04	6 25
Rubbers. ....	306	Pairs .....	5689	174 17
Arctics .....	1	Pair .....	.....	1 35
Shoe laces.....	41	Gross.....	3678	15 08
Spectacles.....	9	Dozen .....	2 0833	18 75
Leather, thread, nails and sundries for repairs .....	.....	.....	.....	147 46
Freight.....	.....	.....	.....	38 83
Expresage .....	.....	.....	.....	4 25

\$6,721 91

DRY GOODS.

Cambrie .....	135½	Yards ...	\$0 1102	\$14 94
Mushm.....	376	Yards ...	0796	29 96
Lining.....	21	Yards ...	1671	3 51
Canton flannel.....	1,354½	Yards ...	1042	141 25
Skirting .....	737¾	Yards ...	0961	70 94
Twill toweling.....	681¼	Yards ...	1174	80 04
Crash toweling.....	569½	Yards ...	1111	63 32
Huck toweling.....	1,285	Yards ..	2087	267 94
Napkins . ....	5	Dozen ...	3 76	18 80
Damask.....	212¾	Yards ...	4893	103 10
Cheese cloth.....	395¼	Yards ...	0377	14 94
Swiss .....	73	Yards ...	1595	11 65
Florence cheviot.....	4,701	Yards ...	0766	360 20
Denims .....	309	Yards ...	1322	40 88
Foil Du Nords. ....	602	Yards ...	0961	57 89
Sundry dry goods .....	.....	.....	.....	6 48





Ruching.....	12	Boxes.....	65	7	80
Thimbles.....	1½	Dozen.....	453	8	68
Silica.....	50	Yards.....	175	8	75
Tape.....	48	Yards.....	1691	8	12
Hair brushes.....	8	Dozen.....	4 5825	36	66

\$247 65

FURNITURE AND BEDDING — Furniture.

Bedroom suit.....	1	.....	.....	\$30	00
Commode chair.....	3	.....	\$3 3333	10	00
Boston rockers.....	10	.....	1 50	15	00
Light chair backs.....	12	.....	50	6	00
Light chair hasps.....	22	.....	20	4	40
Clocks repaired.....	.....	.....	.....	9	65
Portable gas stove.....	1	.....	.....	4	25
Brass pokers and tongs.....	2	Sets.....	7 50	15	00
Machine covers.....	2	.....	1 50	3	00
Tea chair.....	1	.....	.....	2	50
Settee legs.....	126	Pounds..	045	5	67
Morocco.....	57	Pounds..	2185	12	45
Damask.....	5	Yards.....	1 63	8	15
Satin.....	4¼	Yards.....	2650	1	13
Chair rings.....	.....	.....	.....	3	00
Sundry trimmings.....	.....	.....	.....	1	47
Sewing machine repairs..	.....	.....	.....	3	00
Sundry hardware.....	.....	.....	.....	12	00
Freight.....	.....	.....	.....	18	22
Expressage.....	.....	.....	.....	2	60

\$167 49



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
FURNITURE AND BEDDING — <i>Floor covering.</i>				
Ingrain filling.....	9 $\frac{2}{3}$	Yards....	\$0 8499	\$8 21
Floor rugs.....	2	.....	7 68	15 36
Making and laying.....	.....	.....	.....	39 56
Stair buttons. ....	4 $\frac{1}{6}$	Dozen....	40	1 67
Freight.....	.....	.....	.	8 00
Expressage .....	.....	.....	.....	25
				\$73 05
<i>Window fixtures.</i>				
Opaque.....	339 $\frac{1}{4}$	Yards....	\$0 1742	\$59 08
Holland.....	189	Yards....	0841	15 91
Creton.....	4 $\frac{1}{4}$	Yards....	125	53
Awning stripe .....	174	Yards....	1650	28 72
Sundry awning fixtures.....	.....	.....	.....	11 55
Freight.....	.....	.....	.....	9 05
				\$124 84
<i>Beds and bedding.</i>				
Ticking.....	1,569 $\frac{3}{4}$	Yards... .	\$0 1177	\$184 79
Spreads .....	96	.....	7425	71 28
Sheeting .....	4,917 $\frac{1}{4}$	Yards....	1463	719 39
Pillow case muslin .....	168 $\frac{1}{2}$	Yards....	2179	36 72

					No. 7.]
Aurora blankets	25	.....	2 375	59 37	
Kersey blankets	300	.....	2 5245	757 35	
Indestructible blankets	51	.....	5 00	255 00	
Water proof sheets	6	.....	1 25	7 50	
Mars quilts	6	.....	2 35	14 10	
Allan quilts	96	.....	7425	71 28	
Rubber blankets	202	.....	1 1243	227 11	
Straw	7,466	Pounds..	0056	41 55	
Hair	2,600	Pounds..	41	820 00	
Twine	19½	Pounds..	3350	6 51	
Binding	30	Gross....	297	8 91	
Mosquito nets	18	Pieces....	3133	5 64	
Freight	.....	.....	.....	7 61	
Expressage	.....	.....	.....	1 65	
				\$3,295 76	145

*Kitchen furniture.*

Range boiler and faucet.	1	.....	.....	\$8 00	
Boiler	1	.....	.....	1 00	
Copper in bottom	1	.....	.....	5 45	
Range castings	1736	Pounds..	\$0 0634	110 18	
Linings	10	Sets.....	4 30	43 00	
Potato masher	1	.....	.....	11 05	
Refrigerator	1	.....	.....	35 00	
Ice chest	1	.....	.....	23 80	
Zinc	55	Pounds..	11	6 05	
Meat cutter	1	.....	.....	1 75	
Ice cream freezer	1	.....	.....	2 75	
Sundry furniture	.....	.....	.....	1 90	
Repairs to kitchen furniture	.....	.....	.....	316 48	



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
FURNITURE AND BEDDING — <i>Kitchen furniture</i> — (Continued).				
Freight .....	.....	.....	.....	\$8 02
Expressage .....	.....	.....	.....	2 19
				\$576 62
BOOKS AND STATIONERY — <i>Account books</i> .				
Ledgers.....	2	.....	\$13 50	\$27 00
Journals.....	3	.....	15 4333	46 30
Cash book.....	1	.....	.....	18 25
Case books .....	5	.....	9 50	47 50
Letter book.....	1	.....	.....	1 90
Record books .....	10	.....	1 652	16 52
Time books.....	3	.....	40	1 20
Admission and discharge book.....	1	.....	.....	7 55
Patient's board journal.....	1	.....	.....	6 45
County account book.....	1	.....	.....	11 00
Quarterly statement book.....	1	.....	.....	16 75
Annual statement book.....	1	.....	.....	16 50
Matron's requisition book .....	1	.....	.....	4 25
Supervisor's requisition book.....	1	.....	.....	4 25
Head farmer's journal ..	1	.....	.....	4 15
Steward's day book.....	1	.....	.....	4 15
Classification of account.....	1	.....	.....	8 00
Day books.....	3	.....	9733	2 92
Check books... ..	23	.....	4 8043	110 50

Memorandums .....  
 Admission blanks.....  
 Bill heads.....  
 Invoice books.....  
 Invoice file.....  
 Expressage.....

.....  
 1000  
 500  
 2  
 1  
 .....

.....  
 .....  
 .....  
 .....  
 .....  
 .....

.....  
 0045  
 009  
 1 825  
 .....  
 .....

16 86  
 4 50  
 4 50  
 3 65  
 38  
 1 50

\$386 53

*Stationery and supplies.*

Irish linen, print and block.....  
 Bond letter sheets and print.....  
 Cap paper.....  
 Note paper.....  
 Note paper, ruled and unruled.....  
 Bond paper, ruled.....  
 Bond paper, printed.....  
 Note headings.....  
 Printed invitations.....  
 Commercial cap.....  
 Crown linen.....  
 Book paper.....  
 Demi paper.....  
 Pencil pads.....  
 Envelopes.....  
 Indelible ink.....  
 Black ink.....  
 Carmine ink.....  
 Inkstands.....  
 Penholders.....  
 Penholders.....

500  
 500  
 15  $\frac{3}{4}$   
 13  
 7  
 1,000  
 1,000  
 9,000  
 225  
 5  
 375  
 3  
 400  
 .....  
 18,596  
 4  
 20  
 3  
 9  
 1  
 15

Sheets...  
 Sheets...  
 Reams...  
 Reams...  
 Reams...  
 Sheets...  
 Sheets...  
 Sheets...  
 .....  
 Reams...  
 Sheets...  
 Reams...  
 Sheets...  
 .....  
 .....  
 Pounds...  
 Bottles...  
 Bottles...  
 .....  
 Gross.....  
 .....

\$0 0081  
 006  
 2 205  
 6533  
 6 00  
 00498  
 006  
 006  
 0233  
 65  
 0026  
 2 9766  
 0181  
 .....  
 .....  
 10 4125  
 43  
 1 25  
 3279  
 .....  
 0766

\$4 05  
 3 00  
 34 20  
 8 49  
 42 00  
 4 98  
 6 00  
 54 00  
 5 25  
 3 25  
 1 00  
 8 93  
 7 25  
 9 79  
 32 82  
 41 65  
 8 60  
 3 75  
 2 95  
 2 00  
 1 15



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
BOOKS AND STATIONERY — Stationery and supplies — (Continued).				
Pens.....	20	Gross.....	\$0 7735	\$15 47
Glass pens.....	$\frac{1}{2}$	Dozen ...	1 50	75
Lead pencils.....	$4\frac{7}{8}$	Dozen ...	7854	3 60
Rubber erasers.....	23	.....	04602	1 06
Steel erasers ..	2	.....	50	1 00
Rubber bands.....	3	Ounces...	20	60
Blotters.....	$4\frac{1}{2}$	Dozen ...	1 004	4 10
Mucilage.....	2	Bottles ..	225	45
Eyelets.....	6	Boxes....	10	60
Rulers .....	2	.....	15	30
Type ribbon .....	4	.....	775	3 10
Board clip.....	1	.....	.....	50
Arm rest .....	1	.....	.....	80
Webbing binding.....	20	Rolls. ....	2125	4 25
Check punch .....	1	.....	.....	30 00
Sundry supplies .....	.....	.....	.....	10 28
				\$361 97
<i>Printing and ruling.</i>				
Contracts and specifications.....	30	Copies ...	\$1 1166	\$33 50
Financial statements, vouchers, pay-rolls, etc., etc.....	.....	.....	.....	295 05
Expressage .....	.....	.....	.....	1 80
				\$330 35

Books.

Hudson River Valley Atlas, illustrated .....	1	.....	.....	\$25 00
System Practical Therapentics .....	3	.....	\$5 00	15 00
Franklin Square Song Collections .....	33	.....	4997	16 49
Hymnal.....	1	.....	.....	50
Archiv. Psychology.....	1	Volume..	.....	10 10
Monitor Guide.....	1	.....	.....	6 00
Parsons' Gardening.....	1	.....	.....	2 80
Foster's Medical Dictionary.. ..	1	Volume..	.....	10 00
Clouston's New Development.....	1	.....	.....	3 00
Legislative Manuals .....	2	Copies...	1 00	2 00
Alienist and Neurologist .....	1	.....	.....	5 00
Wendt on Cholera .....	1	.....	.....	2 55
Wallev's Meat Inspection.....	1	.....	.....	3 20
Lewis' Mental Disease.....	1	.....	.....	4 80
				<hr/>
				\$106 44
				<hr/>

Periodicals.

Scientific American.....	1	Copy .....	.....	\$3 00
American Journal of Insanity ..	1	Copy .....	.....	5 00
Medical Record .....	1	Copy .....	.....	5 00
Sanitarian.....	1	Copy .....	.....	4 00
American Journal of Medical Science.....	1	Copy .....	.....	4 00
Journal of Nervous and Mental Diseases.....	1	Copy .....	.....	3 00
Evening Prayer Leaflets .....	1	Year .....	.....	31 25
London Graphic.....	4	Copies .....	.....	34 00
London Queen .....	1	Copy .....	.....	8 50
Chambers' Journal.....	2	Copies...	\$1 915	3 83
Reprint London Illustrated News ..	9	Copies...	3 7777	34 00
Garten Laube.....	2	Copies...	1 75	3 50
Illustrated Zietung. ....	1	Copy .....	.....	6 70



TABLE No. 3 — (Continued).

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[SENATE

ITEM.	Amount.	Measure.	Price.	Cost.
BOOKS AND STATIONERY — <i>Periodicals</i> — (Continued).				
Century.....	2	Copies ...	\$3 60	\$7 20
Scribner's .....	2	Copies ...	2 60	5 20
Harper's Magazine .....	2	Copies ...	3 15	6 30
St. Nicholas.....	2	Copies ...	2 65	5 30
Harper's Weekly.....	2	Copies ...	3 25	6 70
Harper's Bazar.....	1	Copy .....	.....	3 35
				\$179 83
<i>Newspapers.</i>				
Poughkeepsie News Press .....	2	Copies ...	\$6 00	\$12 00
Journal of Commerce.....	1	Copy .....	.....	15 00
Albany Argus .....	1	Copy .....	.....	10 00
Country Gentleman .....	1	Copy .....	.....	2 50
Poughkeepsie Eagle (sample copies).....	7	.....	03	21
				\$39 71
<i>Directories.</i>				
Poughkeepsie city.....	2	Copies....	\$2 00	\$4 00
New York city.....	2	Copies....	7 50	15 00
Expressage .....	.....	.....	.....	5 64
Freight .....	.....	.....	.....	41
				\$25 05

FUEL AND LIGHTS — *Fuel.*

Stove coal.....	17½	Tons .....	\$5 6662	\$99 16
Charcoal.....	17,573	Pounds ..	01	175 73
Cartage.....	.....	.....	.....	4,275 03
				<hr/> <hr/>
				\$4,549 92

*Pump-house fuel.*

Pea coal .....	130	Tons .....	\$3 00	\$390 00
Cartage .....	.....	.....	.....	203 72
				<hr/> <hr/>
				\$593 72

*Stable.*

Stove coal.....	9	Tons .....	\$5 50	\$49 50
Chestnut coal.....	6	Tons .....	5 25	31 51
				<hr/> <hr/>
				\$81 01

*Lights.*

Incandescent lamps .....	15	.....	\$0 60	\$9 00
Gas .. .	1,693,400	Cubic ft..	per M.\$1.50	2,540 10
Street lamp .....	.....	.....	.....	24 00
Kerosene oil.....	45	Gallons ..	1555	7 00
Sperm oil .....	101	Gallons ..	65	65 55
Candles.....	234½	Pounds ..	16	37 52
Expressage.....	.....	.....	.....	1 01
				<hr/> <hr/>
				\$2,684 18



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
MEDICINES.				
Antipyrine .....	9	Ounces...	\$1 3225	\$11 90
Aristol .....	1 $\frac{1}{4}$	Ounces...	1 744	2 18
Alcohol .....	63	Gallons..	2 4333	153 30
Ammonia, aqua .....	28	Pounds..	27	7 56
Ammonia, bromide .....	9	Pounds..	5966	5 37
Ammonia, carbonate .....	17	Pounds..	1858	3 16
Ammonia, stronger .....	2	Pounds..	20	40
Ammonia, Elix. Val. ....	10	Pounds..	52	5 20
Acacia, powd. ....	9	Pounds..	1 513	13 61
Acid, tartaric .....	2	Pounds..	475	95
Acid, tartaric, powd. ....	500	Grammes.	00126	63
Acid, nitric .....	1	Pound...	.....	64
Acid, muriatic .....	1	Pound...	.....	40
Acid, phosphoric .....	2	Pounds..	34	68
Acid, phosphoric, dil. ....	500	Grammes.	0084	42
Acid, sulphuric .....	1	Pound...	.....	64
Acid, benzoic. ....	10	Pounds..	50	5 00
Acid, salicylic .....	3	Pounds..	1 67	5 01
Acid, carbonic .....	3	Pounds..	8033	2 41
Acid, sundry .....	.....	.....	.....	9 04
Brown's troches .....	9	Boxes....	1777	1 60
Bromo caffeine .....	18	Bottles...	8050	14 49
Bromo caffeine .....	$\frac{1}{4}$	Ounce...	9 52	2 38
Bucho. fluid extract .....	1	Pound...	.....	1 06

Buckthorn, fluid extract .....	14	Pounds ..	S221	11	50
Boneset.....	2	Packages.	05	10	
Borax.....	30	Pounds ..	1450	4	35
Balsam of Peru.....	1	Pound....	.....	1	75
Bismuth.....	1,500	Grammes.	0051	7	70
Bismuth.....	6	Pounds ..	1 9767	11	86
Chloroform.....	1,000	Grammes.	0029	2	39
Chloroform.....	1	Bottle....	.....	1	20
Camphor gum.....	31	Pounds ..	4967	15	40
Camphor, powdered ..	9	Pounds ..	5722	6	05
Chloral hydrate.....	2	Pounds ..	1 40	2	80
Chloral .....	9	Pounds ..	1 9012	17	11
Cinchona, fluid extract ..	1,000	Grammes.	00238	2	38
Cinchona, fluid extract.....	5	Pounds ..	1 08	5	40
Cinchona, tincture.....	2	Pounds ..	60	1	20
Cocaine.....	1	Dram....	.....	1	07
Cocaine.....	2	Bottles...	3 69	7	38
Cardaman, fluid extract, comp.....	$\frac{1}{4}$	Pound....	2 08		52
Catechu .....	15	Pounds ..	66	9	90
Collodion.....	2	Pounds ..	92	1	84
Cod liver oil.....	51	Gallons ..	1 3323	67	95
Cod liver oil.....	7	Bottles...	7637	5	35
Castor oil.....	$7\frac{1}{2}$	Gallons ..	1 688	12	66
Croton oil.....	3	Ounces...	20		60
Cubeb troches.....	1,000	.....	.....	7	57
Cough drops.....	$2\frac{1}{4}$	Pounds ..	.....	1	80
Congress water.....	28	Bottles...	.....	5	43
Cit. iron and quinine.....	500	Grammes.	.....	3	09
Columbo, fluid extract ..	$10\frac{1}{2}$	Pounds ..	.....	7	98
Ergot, fluid extract.....	2	Pounds ..	.....	3	56
Ether.....	.....	.....	.....	10	78



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
MEDICINES — (Continued).				
Epsom salts .....	10	Pounds ..	.....	\$0 45
Elixir val.....	5	Pounds ..	.....	2 52
Ginger extract.....	3	Pounds ..	.....	26
Ginger extract.....	2	Gallons ..	.....	2 80
Glycerine.....	98½	Pounds ..	.....	30 12
Gentian, fluid extract comp.....	1,000	Grammes.	.....	1 90
Gentian, fluid extract comp.....	13	Pounds ..	.....	10 28
Iodoform ..	1	Ounce ....	.....	40
Iron preparations. ....	.....	.....	.....	3 15
Iodide sodium .....	½	Pound....	.....	1 76
Licorice, fluid extract .....	32	Pounds ..	.....	19 28
Licorice, comp .....	32	Pounds .	.....	15 25
Lactophos, iron and strychnine.....	⅓	Pint.....	.....	4 00
Listerine .....	98	Bottles...	.....	66 76
Meat juice .....	12½	Dozen.....	.....	116 05
Menthol .....	1	Ounces....	.....	40
Morphine, sulph.....	30	Grammes.	.....	2 43
Morphine, sulph.. .	3	Ounces ..	.....	6 29
Morphine, sulph.....	1	Bottle ....	.....	1 92
Nitre .....	1,900	Grammes.	.....	2 93
Opium, tincture.....	14	Pounds ..	.....	17 92
Opium, deodorized .....	500	Grammes.	.....	1 38
Opium, deodorized. ....	1	Pound ....	.....	2 05
Opium preparation.....	12½	Pounds ..	.....	10 94

Oil peppermint .....	8	Ounces...	.....	2 40
Oil lemon .....	8	Ounces...	.....	1 52
Pepsin .....	1	Pound...	.....	2 00
Per ox. hydrogen ..	8 $\frac{1}{3}$	Pounds ..	.....	7 52
Pills, quinine.....	5,600	.....	.....	20 69
Pills, lead and opium .....	800	.....	.....	3 01
Pills, phosphorus.....	300	.....	.....	75
Pills, opium and camphor.....	1,000	.....	.....	3 45
Pills, opium.....	1,850	.....	.....	8 14
Pills, Hooper's.....	1,500	.....	.....	4 20
Pills, Bland's.....	2,000	.....	.....	5 70
Pills, podophyllum.....	200	.....	.....	85
Pills, mercury .....	400	.....	.....	1 31
Pills, comp. cathartic. ....	1,600	.....	.....	4 58
Pills, neuralgia .....	300	.....	.....	3 15
Pills, sundry.....	14,355	.....	.....	18 30
Potassium, bromide.....	75	Pounds...	.....	47 37
Potassium, iodide.....	18	Pounds ..	.....	68 22
Potassium, acetate.....	2	.....	.....	1 48
Potassium salts, sundry.....	.....	.....	.....	1 90
Quinine, hypo .....	2	Bottles ..	.....	1 50
Quinine, sulph.....	83	Ounces...	.....	22 51
Rochelle salts.....	25	Pounds ..	.....	7 95
Rhubarb, powdered.....	$\frac{3}{4}$	Pound....	\$1 28	96
Rhubarb, powdered.....	1	Bottle.....	.....	1 02
Rhubarb, fluid extract. ....	1 $\frac{1}{4}$	Pounds...	1 66	2 08
Resorcine.....	3	Ounces...	4167	1 25
Salicylic soda.....	1,000	Grammes.	00325	3 25
Syphon soda. ....	15	.....	4454	6 68
Sulphur .....	10	Pounds...	06	60
Squills, fluid extract.....	7 $\frac{1}{2}$	Pounds....	1 608	8 01



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
MEDICINES — (Continued).				
Seidlitz powders.....	.....	.....	.....	\$2 40
Senega, fluid extract.....	1	Bottle.....	.....	1 54
Sulfonal.....	70	Ounces....	\$1 3992	97 95
Syrup hypophosphite.....	4 $\frac{3}{4}$	Pounds..	94736	4 50
Sundry medicines.....	.....	.....	.....	147 81
Vaseline.....	42	Pounds ..	2990	12 56
Witch hazel.....	4 $\frac{1}{2}$	Gallons ..	9450	4 25
Zinc, benzoic .....	10	Pounds ..	60	6 00
Zinc, oxide.....	4	Pounds ..	1225	49
Freight .....	.....	.....	.....	11 78
Expressage .....	.....	.....	.....	7 30
<i>Liquors.</i>				
Ale .....	53	Half casks.	\$5 9622	\$1,366 78
Ale.....	2	Barrels ..	8 00	\$316 00
Brandy.....	2	Gallons ..	3 25	16 00
Sherry .....	51	Gallons ..	1 25	6 50
Whisky .....	142	Gallons ..	2 7324	63 75
Whisky .....	1	Bottle....	.....	388 01
Claret.....	1	Bottle....	.....	1 50
Freight .....	.....	.....	.....	75
				14 90
				\$807 41

Medical and surgical instruments.

Stomach tubes.....	$\frac{1}{2}$	Dozen ...	\$13 50	\$6 75
Feeding tubes.....	$\frac{1}{2}$	Dozen ...	9 00	4 50
Medicine tubes .....	4	Dozen ...	19 75	79
Syringes .....	$4\frac{1}{4}$	Dozen ...	9 64	41 00
Trusses, double.....	2	.....	2 75	5 50
Trusses, single.....	16	.....	1 89	30 25
Trusses, celluloid...	1	.....	.....	3 00
Catheters, silk.....	$\frac{1}{2}$	Dozen ...	9 20	4 80
Catheters, flex.....	$\frac{1}{4}$	Dozen ...	7 52	1 88
Hypodermic needles.....	4	.....	43 75	1 75
Clinical thermometers .....	$10\frac{1}{2}$	Dozen ...	3 54	37 25
Bath thermometers.....	2	Dozen ...	2 69	5 38
Thread knee cap.....	2	.....	1 40	2 81
Invalid cushion rings.....	6	.....	1 25	7 50
Repairing Faradic battery .....	1	.....	.....	4 00
Olive pointed bouges .....	3	.....	44	1 32
Cautery bulbs.....	1	Set .....	.....	1 88
Sundry instruments.....	.....	.....	.....	3 47
				\$163 83

Druggists' glassware and crockery.

Graduates .....	17	.....	\$0 39	\$6 67
Funnels.....	$2\frac{1}{2}$	Dozen ..	42 80	91
Medicine glasses .....	5	Dozen ...	84	4 20
Spatulas .....	4	.....	24 25	97
Glass tubes.....	$1\frac{1}{2}$	Dozen ...	28	30
One-ounce W. M. stoppled bottles.....	72	Dozen ...	45	32 40
Eight-ounce W. M. stoppled bottles .....	24	Dozen ...	83 5	20 04



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
MEDICINES — <i>Druggists' glassware and crockery</i> — (Continued).				
Spitting cups.....	300	.....	\$0 01	\$3 00
Sundry glassware .....	.....	.....	.....	1 46
				\$69 95
<i>Medical supplies.</i>				
Mustard plasters .....	9	Dozen ...	\$1 491	\$13 42
Porous plasters .....	47	Yards ...	3988	18 75
Capeine plasters .....	$\frac{1}{2}$	Dozen ...	2 00	1 00
Strengthening plasters.....	5	Rolls ....	1 75	8 75
Lead plasters .....	$\frac{1}{2}$	Pound ...	60	30
Bunion plasters.....	4	Dozen ...	105	42
Court plasters .....	$4\frac{1}{2}$	Yards....	38 66	1 74
Absorbent cotton .....	10	Pounds .	40	4 00
Bandages .....	3	Rolls ....	13	39
Iodoform gauze.....	1	Yard.....	.....	30
Suspensory bandage .....	2	.....	75	1 50
Ointment boxes.....	$4\frac{1}{4}$	Gross....	2 7869	11 84
Pill boxes.....	3	Gross....	3733	1 12
Corks.....	$30\frac{1}{2}$	Gross....	3274	9 85
Suppositories .....	$9\frac{1}{4}$	Gross....	3 868	35 78
Glycerine suppositories .....	1	Bottle ...	.....	20
Filtering paper .....	7	Dozen....	10	70
Sponges... ..	$18\frac{3}{4}$	Pounds ..	1 004	18 76

Flax seed .....	1,895½	Pounds ..	03514	66 61
Chloride lime.....	6	Barrels ..	7 38	44 04
Chloride soda.....	11	Barrels ..	6 9082	75 99
Oil silk .....	10	Yards ..	75	7 50
Gum labels.....	147½	Dozen ...	7501	10 94
Chamois .....	4	.....	7125	2 85
Sundry supplies.....	.....	.....	.....	10 40
Expressage .....	.....	.....	.....	60
				\$347 75

MISCELLANEOUS EXPENSES — Main building — Masonry.

Lime.. .....	4	Barrels ..	\$1 25	\$5 00
Cement.....	2	Barrels ..	1 20	2 40
Cleaning flues.....	3	.....	5 6666	17 00
Freight.. .....	.....	.....	.....	12 60
				\$37 00

Carpentry — Lumber.

Spruce (sticks).....	1,710	Feet.....	\$0 0249	\$42 55
Hemlock.. .....	3,943	Feet.....	0217	85 55
Freight. ....	.....	.....	.....	38 95
				\$167 05

Roofing.

Freight. ....	.....	.....	.....	\$0 60
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TABLE No. 3 — (Continued).

ITEM.		Amount.	Measure.	Price.	Cost.
MISCELLANEOUS EXPENSES — Painting and glazing.					
Turpentine .....		3	Quarts....	\$0 1233	\$0 37
Liquid dryer.....		1	Gallon....	.....	1 00
Burnt umber in oil.....		5	Pounds...	16	80
Gold bronze... ..		.....	.....	.....	80
Sash tools.....		2	.....	18	36
Freight. ....		.....	.....	.....	5 37
Plumbing.					
Fuller discs and balls.....		$\frac{1}{2}$	Dozen....	\$1 00	\$8 70
Elbows 3" .....		2	.....	55	\$0 50
Tee 3" .....		1	.....	.....	1 10
Plain sink.....		1	.....	.....	75
Expressage.....		.....	.....	.....	1 86
Freight... ..		.....	.....	.....	95
Heating and ventilation.					
Freight.....		.....	.....	.....	65
Metal work.					
Freight.....		.....	.....	.....	\$5 81
Heating and ventilation.					
Freight.....		.....	.....	.....	\$5 10
Metal work.					
Freight.....		.....	.....	.....	\$5 41

Gas fixtures.

Gas couplings .....	1	Dozen....	.....	\$0 60
Freight.....	.....	.....	.....	25

\$0 85

Hardware.

Wrought nails.....	5	Kegs .....	\$2 40	\$12 00
Tacks (papers).....	14	Dozen ...	2393	3 35
Screws, lag .....	6½	Dozen ...	2692	1 75
Screws, toilet.....	6	Dozen ...	65	3 90
Screws.....	56	Dozen ...	3833	21 45
End butts.....	1	Dozen ...	.....	30
Narrow butts .....	1	Dozen ...	.....	30
Galvanized staples.....	13	Pounds ..	08125	1 05
Brass butts .....	1¼	Dozen ...	82	1 03
Hasps. ....	2	.....	18	36
Yale lock.....	1	.....	.....	2 00
Padlocks.....	4	.....	4750	1 90
Cupid locks.....	½	Dozen....	4 50	2 25
Drawer locks.. ..	8	.....	33125	2 65
Champion lock and key.....	1	.....	.....	85
Chain padlocks.....	2	.....	35	70
Rivets and burrs.. ..	1	Pound....	.....	40
Tinned rivets.....	1	Pound....	.....	35
Rubber door spring.....	2	.....	20	40
Coil spring .....	1	.....	.....	20
Cabinet key... ..	1	.....	.....	25
Key blanks.....	½	Dozen ...	40	20
Steel Yale blanks .....	½	Dozen ...	80	40



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
MISCELLANEOUS EXPENSES — <i>Hardware</i> — (Continued).				
Sargent blanks .....	$\frac{1}{2}$	Dozen ...	\$1 00	\$0 50
Carriage bolts .....	460	.....	01360	6 01
Machine bolts .....	$\frac{1}{2}$	Dozen ...	54	27
Flush bolt .....	1	.....	.....	30
Bolts .....	104	.....	0095	99
Clothes hooks .....	$\frac{3}{4}$	Gross....	1 97	1 48
Brass hooks .....	1	Gross....	.....	75
Screw eyes .....	5	Gross....	4860	2 43
Screw hooks .....	1	Gross....	.....	40
Screw hooks and eyes .....	$\frac{1}{2}$	Gross....	1 26	63
Round iron .....	63	Pounds ..	04	2 52
Stubbs and plates .....	$\frac{1}{2}$	Dozen ...	20	10
Rope .....	11 $\frac{1}{4}$	Pounds ..	2033	2 29
Manilla rope .....	44	Pounds ..	15	6 60
Cable L. D. ....	1 $\frac{3}{4}$	Pounds ..	35	62
H. S. iron. ....	130	Pounds ..	3638	4 73
Drop handles .....	2	Pairs....	15	30
Castors .....	3	Sets.....	1766	53
Front door set. ....	1	.....	.....	2 25
Door bell .....	1	.....	.....	3 00
Door bell pull. ....	1	.....	.....	60
Door bell crank .....	1	.....	.....	25
Bell .....	2	.....	.....	1 11
Sheet brass .....	1 $\frac{3}{4}$	Pounds...	5550	64
			37	

Pulls. ....	1	Dozen....	.....	25
Corner shields .....	222	.....	05	11 10
Copper wire .....	1	Spool....	.....	30
Picture wire.....	3	Coils.....	25	75
Can opener.....	1	.....	.....	25
Nut slide.....	4	.....	1875	75
Window pulleys.....	8	Dozen....	60	4 80
Metal gongs.....	2	.....	60	1 20
Weather strip.. ..	20	Feet.....	05	1 00
Expressage.....	.....	.....	.....	2 89

\$120 63

Out-buildings — Stable.

Lumber.....	214	Feet....	\$0 015	\$3 21
Spruce 2x10—13.....	50	.....	38	19 00
Cartage.....	.....	.....	.....	1 50

\$23 71

Green-house.

Glass .....	1	Box.....	.....	\$2 57
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Coal sheds.

Hemlock .....	5,662	Feet....	\$0 01643	\$93 04
Cartage .....	.....	.....	.....	9 00

\$102 04



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
MISCELLANEOUS EXPENSES — Wharf.				
Manilla rope.....	194	Pounds ..	\$0 135	\$26 19
Chain .....	11½	Pounds ..	06	69
Coach screws .....	4	.....	03	12
				<hr/> <hr/>
				\$27 00
				<hr/> <hr/>
Farm fences.				
Galvanized staples.....	10	Pounds ..	\$0 06	\$0 60
Ribbon wire.....	93	Pounds ..	045	4 19
				<hr/> <hr/>
				\$4 79
				<hr/> <hr/>
Mechanical department — Machinery.				
Repairing saw table .....	.....	.....	.....	\$3 48
Gum core .....	35½	Pounds ..	\$0 60	21 30
Soapstone packing .....	59	Pounds ..	47	10 62
Boiler linings.....	2	Sets .....	2 875	5 75
Arch grates.....	168	Pounds ..	04	6 72
Signal oil tubes.....	2	Dozen ....	50	1 00
Oil cup glasses.....	½	Dozen ....	4 00	2 00
Gauge glass washers.....	2	Dozen ....	40	80
Scotch gauge.....	2	Dozen ....	3 78	7 56
Glasses for oil cups.....	1	Dozen ....	.....	3 00
Sundry fittings .....	63	Pounds ..	07	4 41

Casting fittings .....	.....	.....	\$3 38
Reducer, 5x4 .....	1	.....	28
Expressage .....	.....	.....	9 57
Freight.....	.....	.....	8 98

\$88 85

*Laundry machinery.*

Dunderberg heater.....	1	.....	\$51 00
Brick .....	3	Sets.....	9 75
Castings .....	22	Pounds...	1 54
Pulley .....	1	.....	3 00
Mangle apron.....	1	.....	10 00
Belting, two and one-half inch .....	20	Feet.....	6 27
Lacing.....	16	Sq. feet..	3 52
Freight .....	.....	.....	2 86

\$87 94

*Mechanics' tools.*

Warding files.....	3	.....	\$0 12
Saw files .....	$\frac{1}{2}$	Dozen ...	4 80
Square files .....	$\frac{5}{12}$	Dozen ...	2 76
Mill files .....	$1\frac{8}{12}$	Dozen ...	2 375
Hammer handles .....	$\frac{1}{2}$	Dozen ...	1 50
Stillson wrench .....	1	.....	1 20
Coes wrench.....	2	.....	1 15
Chest handles.....	1	Pair.....	20
Screw driver.....	1	.....	30
Trowels.....	2	.....	50



TABLE No. 3 — (Continued).

ITEM.	Amount.	Measure.	Price.	Cost.
MISCELLANEOUS EXPENSES — <i>Mechanics' tools</i> — (Continued).				
Bradley axes.....	2	.....	\$1 00	\$2 00
Auger. ....	1	.....	.....	60
Freight .....	.....	.....	.....	4 05
				\$18 63
<i>Mechanics' supplies.</i>				
Valvoline oil.....	151½	Gallons...	\$1 00	\$151 50
Boiled oil.....	5	Gallons...	48	2 40
Lubricating oil.....	1	Keg.....	.....	15 00
Amber oil .....	649	Gallons...	55	356 96
Emery paper.....	18	Quires....	1833	3 30
Emery paper.....	1	Dozen....	.....	25
Flue brush .....	1	.....	.....	96
Steel flue brush .....	1	.....	.....	1 50
Smiths' coal .....	.....	.....	.....	14 13
Steel scoops.....	1	Dozen ...	.....	13 77
Rubber hose, one inch, 5 ply .....	200	Feet.....	315	63 00
Rubber hose, three-fourths inch, 5 ply.....	200	Feet.....	23	46 00
Rubber hose, three fourths inch, 3 ply.....	200	Feet.....	15	30 00
Brass H. coup., one inch ..	4	Pairs ....	25	1 00
Brass H. coup., three-fourths inch.....	4	Pairs ...	20	80
Brass snap band, one and one-fourth inch.....	8	.....	15	1 20

Brass snap band, one and one-half inch.....	8	.....	20
Freight.....	.....	.....	.....
<i>Office expenses — Postage.</i>			
Stamps.....	8,571	.....	\$0 02
Stamped envelopes . . . . .	6,000	.....	0216
Postal notes . . . . .	.....	.....	.....
P. O. box, rental.....	.....	.....	.....
<i>Telegrams.</i>			
Sundry messages . . . . .	.....	.....	.....
<i>Telephone.</i>			
Rental of instruments.....	.....	.....	.....
Sundry messages.....	.....	.....	.....
<i>Travel.</i>			
Managers.....	.....	.....	.....
Treasurer . . . . .	.....	.....	.....
Steward.....	.....	.....	.....
Patients.....	.....	.....	.....
Religious.....	.....	.....	.....
General.....	.....	.....	.....
Amusements... . . . .	.....	.....	.....
<i>Brass snap band, one and one-half inch.....</i>			
<i>Freight.....</i>			
<i>Office expenses — Postage.</i>			
<i>Stamps.....</i>			
<i>Stamped envelopes . . . . .</i>			
<i>Postal notes . . . . .</i>			
<i>P. O. box, rental.....</i>			
<i>Telegrams.</i>			
<i>Sundry messages . . . . .</i>			
<i>Telephone.</i>			
<i>Rental of instruments.....</i>			
<i>Sundry messages.....</i>			
<i>Travel.</i>			
<i>Managers.....</i>			
<i>Treasurer . . . . .</i>			
<i>Steward.....</i>			
<i>Patients.....</i>			
<i>Religious.....</i>			
<i>General.....</i>			
<i>Amusements... . . . .</i>			



TABLE No. 3 — (Continued).

ITEM.					168		[SENATE,	
					Amount.	Measure.	Price.	Cost.
MISCELLANEOUS EXPENSES — Amusements.								
Orchestra (concerts) . . . . .					10	. . . . .	. . . . .	\$64 50
Tuning piano . . . . .					. . . . .	. . . . .	. . . . .	22 00
Piano stool . . . . .					1	. . . . .	. . . . .	2 00
Piano cover . . . . .					1	. . . . .	. . . . .	4 50
Dominoes . . . . .					14	Sets. . . . .	\$0 1657	2 32
Checkers . . . . .					11	Sets. . . . .	1636	1 80
Circus tickets . . . . .					100	. . . . .	31	31 00
Catchers' gloves . . . . .					1	Pair. . . . .	. . . . .	4 00
Base balls . . . . .					2 $\frac{1}{4}$	Dozen . . . .	13 4444	30 25
Body protector . . . . .					1	. . . . .	. . . . .	9 50
Tennis rackets . . . . .					2	. . . . .	4 50	9 00
								\$180 87
<i>Sundry expenses.</i>								
Moneys advanced and returned to patients . . . . .					. . . . .	. . . . .	. . . . .	\$960 74
<i>Petty cash to patients.</i>								
Petty cash to patients . . . . .					. . . . .	. . . . .	. . . . .	\$239 95
<i>Shed room.</i>								
Rental . . . . .					. . . . .	. . . . .	. . . . .	\$51 00

Legal expenses.

Notary fees.....	.....	.....	.....
Medical examination .....	.....	.....	.....
			\$5 25
			20 00

Elovements.

Sundries .....	.....	.....	\$25 25
			\$234 75

Funeral expenses.

Lumber for coffins .....	6,662	Feet.....	\$0 03047
Undertaking .....	.....	.....	292 50
Freight .....	.....	.....	3 82

Religious services.

Service, chaplain.....	4	Quarters..	\$100 00
Service, organist.....	4	Quarters..	13 00
			\$499 32
			\$400 00
			52 00

Advertising.

Sundry proposals to builders. ....	.....	.....	\$452 00
			\$38 92

Expressage.

Sundries.....	.....	.....	\$39 63
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Surveys and estimates.

Surveys and estimates .....	.....	.....	\$57 85
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Water and sewage.

Earthen pipe, 6-inch.....	80	Feet.....	\$0 15
			\$12 00



## SCHEDULE No. 17.

## PATIENTS' PER CAPITA COST PER WEEK STATEMENT.

TABLE No. 1.

*Synopsis of cost of board per capita per week from October 1, 1891, to  
September 30, 1892.*

Wages, exclusive of officers' salaries.....	\$1 5356
Provisions and stores.....	1 6743
Ordinary repairs .....	0227
Farm and grounds.....	2242
Clothing.....	1864
Furniture and bedding.....	0956
Books and stationery .....	0322
Fuel and light .....	7191
Medical supplies.....	0622
Miscellaneous expenses .....	1267
	<hr/>
	\$4 6790
	<hr/> <hr/>

TABLE No. 2.

*General classification of cost (\$4.6790) per patient per week, 1892.*

*Wages.*

Accountant.....	\$0 0203
Special clerical .....	0314
Stenographer, typewriter and telegrapher.....	0108
Storekeeper .....	0191
Apothecary.....	0104
Bakers .....	0204
Tailors .....	0280
Mattressmaker.....	0095
Seamstress .....	0067
Clothing clerk.....	0061
Laundry service.....	0624
Attendants service.....	7315
Farm service .....	1820
Gardener ..	0108
Yardman .....	0081
Stableman .....	0176
Watchmen .....	0405
Engineers .....	0291
Electrician .....	0189
Firemen .....	0657
Coal passers .....	0533
Pumpman.....	0170

Tinner.....	\$0 0108
Kitchen service.....	1000
Carpenter service .....	0252
	<hr/>
	\$1 5356

*Provisions and stores.*

Farinaceous foods .....	\$0 1926
Yeast .....	0022
Fresh meats.....	5984
Salt and smoked meats.....	0340
Poultry and game.....	0245
Fresh fish, oysters, etc.....	0680
Salt and dried fish.....	0421
Fresh vegetables.....	0080
Canned vegetables.....	0029
Dry groceries.....	1409
Wet groceries.....	0225
Condiments .....	0043
Dairy produce.....	3902
Fresh fruits.....	0238
Dried fruits.....	0022
Canned fruits.....	0076
Preserves, jellies, etc .....	0014
Confectionery.....	0031
Water .....	0013
Ice .....	0015
Laundry supplies .....	0196
Household supplies.....	0427
Crockery and glassware.....	0198
Plated ware and cutlery .....	0005
Wooden ware.....	0091
Tin and iron ware .....	0091
Toilet articles.....	0020
	<hr/>
	1 6743

*Ordinary repairs.*

Main building.....	\$0 0196
Out-building. ..	0031
	<hr/>
	0227

*Farm and grounds.*

Farm rental.....	\$0 0130
Farm feed.....	0584
Wagons, sleighs and harness.....	0145
Farm implements.....	0087

Hardware. . . . .	\$0 0013
Seeds, plants and trees. . . . .	0231
Farm manure . . . . .	0476
Farm supplies. . . . .	0019
Horse-shoeing. . . . .	0063
Garden seeds . . . . .	0028
Roads and grading . . . . .	0078
Stable. . . . .	0018
Veterinary. . . . .	0098
Farm stock. . . . .	0272

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\$0 2 242
*Clothing.*

Clothing. . . . .	\$0 1516
Dry goods. . . . .	0292
Findings. . . . .	0056

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1864
*Furniture and bedding.*

Furniture. . . . .	\$0 0038
Floor covering. . . . .	0017
Window fixtures. . . . .	0028
Beds and bedding. . . . .	0743
Kitchen furniture. . . . .	0130

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0956
*Books and stationery.*

Account books. . . . .	\$0 0087
Stationery and supplies. . . . .	0081
Printing and ruling. . . . .	0074
Books. . . . .	0024
Periodicals . . . . .	0041
Newspapers. . . . .	0009
Directories. . . . .	0006

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0322
*Fuel and light.*

Fuel. . . . .	\$0 6339
Pump-house fuel. . . . .	0228
Stable fuel. . . . .	0018
Lights. . . . .	0606

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7191
*Medical supplies.*

Medicines . . . . .	\$0 0308
Liquors . . . . .	0182
Medical and surgical instruments . . . . .	0037
Druggist's glassware. . . . .	0016
Medical supplies. . . . .	0079

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0622



*Miscellaneous expenses — Main building.*

Masonry .....	\$0 0008
Carpentry .....	0038
Roofing .....	0000
Painting and glazing .....	0002
Plumbing .....	0001
Heating and ventilation .....	0002
Metal work .....	0001
Gas fixtures .....	0000
Hardware .....	0027

*Out-buildings.*

Stable .....	0005
Green-house .....	0001
Coal sheds .....	0023
Wharf .....	0006
Farm fences .....	0001

*Mechanical department.*

Machinery .....	0020
Laundry machinery .....	0020
Mechanic's tools .....	0004
Mechanic's supplies .....	0163

*Office expenses.*

Postage .....	0069
Telegrams .....	0018
Telephone .....	0030

*Travel.*

Travel .....	0198
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*Amusements.*

Sundries .....	0041
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*Sundry expenses.*

Moneys advanced and returned to patients ..	0217
Petty cash to patients .....	0054
Shed room .....	0011
Legal expenses .....	0006
Elopements .....	0053
Funeral expenses .....	0113
Religious services .....	0102
Advertising .....	0008
Expressage ..	0009
Surveys and estimates .....	0013
Water and sewage .....	0003

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\$0 1267

## SCHEDULE No. 18.

*Statement showing the immediate cost of board per patient per week for the fiscal year 1892, being for articles and service furnished, and not including the general expenses.*

Provisions.....	\$1 2733
Steam .....	0966
Water .....	0267
Ice .....	0062
Fuel.....	5221
Lights. ....	0666
Laundry.....	0682
Household expenses .....	7800
Medical department .....	0589
	<hr/>
	\$2 8986
	<hr/> <hr/>

SCHEDULE No. 19.

Statement similar in character to the last, and showing, by comparison, the immediate cost of board, exclusive of general and incidental expenses for each patient per week for 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892.

	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Provisions . . . . .	\$1 1890	\$1 3020	\$1 2632	\$1 3274	\$1 1988	\$1 2638	\$1 4346	\$1 4562	\$1 4635	\$1 3705	\$1 2997	\$1 2733
Steam .. . . .	1740	1730	1321	1192	1122	0880	0887	0967	1073	1366	1061	0966
Water . . . . .	0550	0850	1112	1101	0457	0520	0436	0706	0464	0622	0485	0267
Ice . . . . .	0160	0210	0117	0190	0145	0108	0126	0084	0152	0615	0146	0062
Fuel .. . . .	5690	6220	4613	4786	4777	3744	4706	4907	6013	4270	6253	5221
Lights . . . . .	1410	1400	1038	0912	0849	0894	0932	0750	0985	0969	0771	0666
Laundry.. . . .	1340	1100	0945	0806	0804	0795	0767	0931	0932	0767	0661	0682
Household expenses . . . . .	7850	8650	7217	6721	6855	6646	7351	7803	7363	8255	7452	7800
Medical department . . . . .	1690	1700	1678	1348	1169	0881	0979	0958	0671	0775	0558	0589
Cost per patient per week, direct expenses . . . . .	\$3 2230	\$3 4880	\$3 0673	\$3 0330	\$2 8165	\$2 7106	\$3 0530	\$3 1668	\$3 2288	\$3 1344	\$3 0384	\$2 8986



TABLE NO. 1.

*Giving the per capita weekly cost for 1892, on a daily average of 848 patients, and being for articles and services directly furnished and not including general expenses.*

*Provisions.*

Farinaceous foods.....	\$0 1563	
Yeast, etc. ....	0018	
Fresh meats.....	4858	
Salt and smoked meats .....	0276	
Poultry and game.....	0199	
Fresh fish, oysters, etc.....	0552	
Salt and dried fish .....	0342	
Fresh vegetables.....	0061	
Canned vegetables.....	0024	
Dry groceries.....	1144	
Wet groceries .....	0186	
Condiments .....	0035	
Dairy products .....	3167	
Fresh fruits.....	0193	
Dried fruits.....	0017	
Canned fruits.....	0062	
Preserves and jellies.....	0011	
Confectionery .....	0025	
	<hr/>	\$1 2733

*Steam.*

Steam .....	0966
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*Water.*

Pump-house fuel .....	\$0 0158	
Water supply.....	0109	
	<hr/>	0267

*Ice.*

Ice .....	0062
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*Fuel.*

Fuel.....	5221
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*Lights.*

Lights.....	0666
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*Laundry.*

Laundry supplies .....	\$0 0159	
Laundry service .....	0507	
Laundry machinery .....	0016	
	<hr/>	0682

*Household expenses.*

Household supplies .....	\$0 0346	
Storekeeper .....	0155	
Attendants.. .....	5927	
 Kitchen .....	 0811	
Bake-house .....	0167	
Yardman .....	0065	
Watchmen .....	0329	
	<hr/>	\$0 7800

*Medical department.*

Medicines.....	\$0 0250	
Liquors.....	0148	
Medical and surgical instruments.....	0030	
Druggists' glassware and crockery .....	0013	
Medical supplies.....	0063	
Apothecary .....	0085	
	<hr/>	0589
		<hr/>
		\$2 8986
		<hr/> <hr/>

# FARM AND GARDEN SUPPLIES

CONSUMED DURING THE FISCAL YEAR ENDING SEPTEMBER 30, 1892.

ITEM.		Amount.	Measure.	Price.	Cost.
Asparagus.....		351	Bunches..	\$0 50	\$175 50
Beets .....		40	Barrels...	65	26 00
Beets .....		700	Bushels..	50	350 00
Beets .....		400	Bunches..	03	12 00
Beans.....		164	Barrels...	65	106 60
Beans.....		100	Bushels..	80	80 00
Beans, medium.....		23	Barrels...	3 50	80 50
Beans, lima.....		15 $\frac{1}{4}$	Bushels..	1 00	15 25
Beef killed. ....		8,531	Pounds...	065	554 52
Chickens killed.....		93	.....	75	69 75
Cabbage.....		9,539	Heads....	04	381 56
Carrots.....		93	Barrels...	1 00	93 00
Carrots.....		968	Bunches..	03	29 04
Corn.....		2,179	Dozen....	12	261 48
Celery.....		2,200	Bunches..	10	220 00
Eggs.....		1,015	Dozen....	24	243 60
Grapes.....		31	Pounds...	03	93
Hay.....		409	Tons.....	16 00	6,544 00
Lettuce.....		233	Bushels..	60	139 80
Lettuce.....		1,070	Heads....	03	32 10
Leeks.....		36	Bunches..	02	72
Melons, musk.....		1,036	.....	05	51 80
Melons, water.....		303	.....	.....	45 45
Milk.....		124,818	Quarts....	04	4,992 72



Onions .....	75	Bushels...	1 70	127 50
Onion tops.....	217	Bushels..	1 00	217 00
Potatoes.....	2,993	Bushels..	50	1,496 50
Parsley.....	418	Bunches..	02	8 36
Peas .....	122	Bushels ..	80	97 60
Peppers.....	384	.....	01	3 84
Pears .....	26	Bushels ..	2 00	52 00
Pork, killed.....	16,988	Pounds...	065	1,104 22
Radishes...	36	Bushels..	80	28 80
Radishes.....	413	Bunches..	02	8 26
Strawberries.....	175	Quarts....	12	21 00
Straw.....	59	Tons.....	12 00	708 00
Spinach.....	6	Bushels..	80	4 80
Rhubarb...	1,960	Bunches..	05	98 00
Turnips.....	150	Bushels ..	60	90 00
Tomatoes.....	327	Bushels...	50	163 50
Wood.....	1,357	Barrels...	10	135 70

				\$18,871 40
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From the general statement the amount of ordinary expenditures for the year was \$243,284.72.

Of this amount \$18,680.25 was expended for coal consumed during the fiscal year 1891 and should be deducted from the amount of ordinary expenditures for the present year, leaving \$224,604.47 as the amount upon which the following calculations are made :

The average daily number of patients for the year was 848.

The total number of weeks in the year was  $52\frac{2}{7}$ , hence the total number of weeks' board was \$44,338.29.

Two hundred and twenty-four thousand six hundred and four dollars and forty-seven cents divided by 44,338.29 gives \$5.0656 — the cost per patient, per week.

If we exclude the amount paid officers' salaries, the amount of expenditures is \$208,862.07, and the total cost is \$4.7106.

Sixteen thousand eight hundred and twenty dollars and fifty-nine cents, equaling a weekly *per capita* cost of \$0.37936, was incurred for items other than board — such as clothing, transportation and traveling expenses, ordinary repairs, expense of managers and all other ordinary expenses.

This leaves \$192,041.48 as the amount of expenditures that are this year chargeable to board ; this amount divided by 44,338.29 gives \$4.3312.

This covers the cost of wages and labor, provisions and supplies, fuel and light, medicines and medical supplies, furniture, beds and bedding.

If from these items \$6,777.54, the cost of furniture, beds and bedding, be excluded, \$185,263.94 remains ; this divided by 44,338.29 will give \$4.1784, the actual weekly *per capita* cost for maintenance.

The immediate cost of board per patient per week, for articles and service furnished, and not including the general and incidental expenses, is \$2.8986.

Of the 861 patients present October 1, 1892, 78 were private patients and 783 were public patients. Of the 783 public patients, 393 were in the \$4.25 class and 390 were in the \$2.50 class. Of the 393 patients in the \$4.25 class, 143 will pass to the \$2.50 class during the year, or thirty-six per cent. The private patients in the hospital at the close of the fiscal year 1892 numbered 78, or nine per cent. of the total population.

The maintenance income of the hospital for the ensuing year 1893, may be approximated as follows, the basis of calculation being an average of 861 patients :

Income from 390 public patients, at \$2.50 per week...	\$50,700 00
Income from 250 public patients, at \$4.25 per week....	55,250 00



Income from 78 private patients, at \$6 per week . . . . .	\$24,336 00
Income from 143 public patients, 4,132 weeks, at \$4.25 per week . . . . .	17,561 00
Income from same patients, 3,304 weeks, at \$2.50 per week . . . . .	8,260 00
Total . . . . .	<u>\$156,107 00</u>

Upon the actual weekly <i>per capita</i> cost of \$4.71 of last year, the actual cost for the ensuing year for an esti- mated daily average of 861 patients would be . . . . .	\$210,876 12
If we deduct the probable receipts as shown above, viz . . . . .	\$156,107 00
And also deduct balance to the credit of maintenance deficiency fund October 1, 1892, viz . . . . .	21,029 36
	<u>177,136 36</u>
We have a probable deficit for fiscal year 1893 of . . . . .	<u>\$33,739 76</u>

It is evident that these estimates neither make provision for the 288 patients to be transferred by the State Commission in Lunacy upon the opening of the eight new State-Care cottages. Nor do they include the cost of support of the county patients to be committed to this hospital after January 1, 1893, from the five counties lately added to the Hudson River State Hospital District, viz., Albany, Greene, Queens, Suffolk and Richmond.

The eight cottages to accommodate 288 patients, the plans of which were approved by the Districting Board in October, 1891, are nearing completion, and will soon be ready for occupancy. These cottages are located on the "Fallkill" farm, and are built on the side of a hill facing the south and east, on a fine site which commands an extensive view of the surrounding country. Each of these cottages are two stories in height with accommodations for thirty-six patients. The plans of all are very similar, and each of them is divided up into nineteen single rooms,  $9 \times 7\frac{1}{2}$  feet, nine of them being on the first floor, and the remainder, and two large dormitories on second floor, besides rooms for four attendants. A day-room  $30 \times 24$  feet, is provided on the ground floor, having a wide piazza in connection with it, and also communication with a work room located in the basement underneath. There is also a clothes-room, a lavatory and bath-room on the first floor, and linen-room on the floor above. Each of the cottages has a dining-room on the first floor  $24 \times 20$  feet with large pantry and closets adjoining, and communicating with it a kitchen sixteen



feet square, having a sink-room, store-room, closets, etc., arranged in connection with it. A bed-room for the farmer in charge and his wife is located over the kitchen, and is reached by a separate stairway.

The cottages are constructed of common hard brick, the outer walls being built hollow, so as to do away with the necessity of furring, all the partitions are of eight-inch brickwork, and as the stairs are of slate, with no wooden partitions or furring, and the buildings lighted by electricity, the danger of fire is reduced to a minimum. The roofs are covered with slate, and all the cottages are heated by steam from a boiler located in the cellar of each. Until a system of drainage can be introduced, privies have been provided for each cottage. The whole of the excavation was done by patients, as well as some of the stonework in extra foundation walls, which it was found necessary to build below the line of work called for in the contract, on account of the nature of the ground and inequalities of the site.

The original contract price for these buildings was \$114,116; to this should be added \$3,985 for extra work, making a total of \$118,101 to be paid on building account.

Other items in connection with the cottages are approximately as follows:

For steam-heating apparatus contract .....	\$11,075 00
For plumbing.....	4,550 00
For 320 hair mattresses .....	3,238 40
For 320 hair pillows .....	422 40
For 320 feather pillows.....	537 60
For 107 dozen sheets.....	866 70
For 107 dozen pillow cases.....	214 00
For 320 iron bedsteads with woven wire bottoms .....	2,064 00
For furniture.....	1,112 52
For eight ranges and broilers, complete.....	960 00
For eight 80-gallon copper boilers.....	440 00
For cooking utensils.....	904 00
For 297 ornamental wire window-screens.....	494 22
For architect's commission .....	5,350 00
For 700 pairs of blankets .....	1,645 00
For crockery, glassware, plated cutlery, wooden and tin-ware (estimated) .....	2,000 00
For extras and incidentals (estimated).....	3,000 00

Several of the cottages are on land, for the purchase of which the Legislature of 1892 appropriated \$6,500. Of this amount but \$6,273 was required for the land, the balance of \$227 remaining in the State treasury.

The \$30,000 “for additional water supply,” chapter 356, Laws of 1892, has been applied to the construction of a dam across the Fall-kill, to the erection of a suitable boiler and pump-house, the purchase of a Worthington pumping engine, an 150 horse-power boiler and the iron pipe necessary for distributing the water supply to the several cottages.

The stone dam now completed, with the exception of a brick gate-house and a small amount of work on the lower side-walls, was determined upon after a thorough examination of a site lower down the stream, where it was proposed to build an earthern dam at a comparatively small cost. Excavations and test pits, however, revealed the fact that for a depth of at least twelve feet below the natural surface the material was made up of alternate strata of clay, gravel and boulders. After a consultation between Mr. Charles Caldwell, the civil engineer in charge of this work, and Mr. Martin Schenck, the State Engineer, who visited the site, it was deemed advisable to move the location of the dam about 250 feet farther up stream, and to build a stone dam laid in cement mortar. Here solid rock was found at a depth of from three to seven feet below the surface. The inequalities were brought to the proper level with concrete. The main body of the dam and the wing walls are built with stone taken from the quarries opened on the State lands, but owing to the difficulty and expense of cutting the native stone the dimension stone for the face work was obtained from quarries at Canajoharie, N. Y.

The work of cleaning and excavating for the stone dam was commenced in August, and the structure was practically completed on the 9th of November, 1892. The total length of the dam and wing walls is 200 feet. The average height of overflow above rock is seventeen feet. The average height of wing walls is twenty-two feet. The length of overflow is seventy feet. The dam is seventeen feet wide at the bottom and eight feet at the top. The quantities (approximate) for this work were as follows :

Earth excavation for base and trenches . . . . .	600 cubic yds.
Loose and porous rock excavated . . . . .	260 “ “
Concrete in base and core . . . . .	260 “ “
Rubble masonry in cement mortar . . . . .	800 “ “
Cut-stone masonry in cement mortar . . . . .	120 “ “
Coping for crest of dam . . . . .	400 sq. ft.
Cleaning bottom of lake near dam . . . . .	450 cubic yds.
C. F. Norton Co. cement . . . . .	1,100 bbls.
Portland cement . . . . .	120 “
Cast-iron pipe, 48 inch diameter . . . . .	144 lin. ft.
Forty-eight inch valves . . . . .	2

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In the inception and during the progress of this work the managers sought the advice and cooperation of such high authorities as Mr. Martin Schenck, the State Engineer and Surveyor, and Mr. C. L. Johnson, the deputy State Engineer and Surveyor, and it is a matter for congratulation that the plan designed by Mr. Charles Caldwell, C. E., and carried out under his superintendence, met with the unqualified approval of these eminent State officers.

The boiler-house is a plain frame building 36x72 feet, containing a boiler-room thirty-six feet square, a room 15x36 feet for the pumping engine, and a room 20x36 feet for the dynamo, the last two having cellars under them. The building has a slate roof and is painted. Its chimney is thirty-seven feet high.

The tubular boiler set in brick at this house and furnishing power to the pumping engine and dynamo is six feet six inches in diameter and twenty feet long and 150-horse power.

In place in the pumping room is a Worthington condensing engine 10 and 16x8½x10, together with a No. 6 condenser 7½x8½x10, also a two-inch steam regulating valve. It is understood that this pumping engine is to be furnished with between seventy and eighty pounds of steam, and with this steam pressure to be amply able to pump at an easy speed a half million gallons of water in twenty-four hours, or 350 gallons per minute through 1,200 feet of eight-inch pipe to the (proposed) reservoir, which would be 250 feet above the source of supply. It is also understood that this pump will be able to maintain a pressure equivalent to 250 feet head while pumping direct into the pipes of this water system.

The cast-iron water pipe and fittings required for the distribution of the water supply to the several cottages weighed 149 tons 3 cwt. and 10 lbs.

In view of the urgent necessity of opening the eight cottages for the reception of patients and the absence of any means for lighting the same, the managers have leased of the General Electric Company an electric incandescent lighting apparatus on the following conditions:

The electric company agrees to furnish and deliver to said managers a 650-light alternating incandescent electric light plant of the Thomson-Houston Electric Company's manufacture, with transformers, lightning arresters and all the usual fixtures and appliances, including steam engine and belting, as are set forth in detail in the specifications hereto attached and made a part of this contract. The electric company agrees to deliver the same at the cottages of the Hudson River State Hospital and to install the same in the manner described in said specifications, placing the dynamo in a suitable



building or room to be furnished by the managers for the electric light station, and to install the steam engine and connect the same to the electric light plant, and to further prepare the same for operation as described in said specifications: The electric company agrees to lease the said electric light plant to said managers from the time of its installation and its readiness for operation, until it is purchased by them or removed by the electric company as hereinafter set forth, for a rental at the rate of  $\$37\frac{85}{100}$  per month, the same to be paid at the end of each month for the rent of the previous month. And the electric company agrees to sell said electric light plant to the managers of said Hudson River State Hospital within any reasonable time after its installation for the sum of \$7,570, to be paid in cash on the delivery of bill of sale of the apparatus.

Said managers agree, when said incandescent electric light plant is duly installed in its lighting station and connected with said cottages, or such of them as shall then be ready for use, to lease said light plant from the electric company, and to pay the electric company therefor a monthly rental of \$37.85, as hereinbefore stated, until they purchase the said plant or it is removed by the electric company. Said managers further agree, if the necessary appropriation for the purchase of an electric lighting plant is made by the State, to buy of the electric company said electric lighting plant hereinbefore described, for the sum of \$7,570, to be paid in cash on delivery of bill of sale. But in case they are unable to secure an appropriation from the State for the purchase of said electric lighting plant within a reasonable time, the same to be removed by the electric company from its place of installation as its own property, without liability of any kind; and the managers hereby grant a full and free license to the electric company, its servants and employes, to then enter upon the premises, and with the necessary assistance and vehicles to remove said electric lighting plant, and that the electric company shall not be responsible for any damage to the premises arising out of or caused by the removal of such plant; and in case of such removal, the managers shall be released from their obligations to purchase said plant; but said removal and release shall not affect any rental theretofore paid or due on account of said plant.

The items furnished for this plant are as follows: One incandescent dynamo, 1,000 volts — 650 lights, 16 candle-power, 35,000 Watts; one exciter dynamo, 110 volts, 1,500 Watts; two bases, two rheostats; 500 lamps, 16 candle-power; sixty-two lamps, 25 candle-power; ten 50-light transformers, one station transformer, 500 key sockets, sixty-two keyless sockets, one volt meter, two current indicators, 75 Amp.; one bank-board for street system; one belt, one switch-board, two feeder-

blocks, two lightning arresters, 500 shades, 500 shade-holders, sixty-two 30-foot cedar poles, 1,200 feet No. 2 American Circular Loom Company wire, 11,200 feet No. 4 American Circular Loom Company wire, sixty-two outside fixtures for street lights, one Armington & Sims' horizontal automatic cut-off engine, with cylinder thirteen inches in diameter by twelve inches stroke.

By the recent action of the State Districting Board the Hudson River State Hospital District will comprise, on and after January 1, 1893, eleven counties, viz.: Washington, Rensselaer, Albany, Greene, Columbia, Dutchess, Putnam, Westchester, Queens, Suffolk and Richmond. The number of insane in these counties, as stated by this board, is about 2,200. Our present hospital capacity is 850, and with the opening of the cottages 288 more, making accommodations in all for 1,138. This will leave 1,062 properly belonging to the new district unprovided for at this hospital. But in this calculation no estimate is made of the several hundred new and recent cases that will be sent by these counties in the course of the year, or for the admission of private patients of moderate means for whom at present no adequate accommodations can be had anywhere in the State. It may be mentioned in this connection that over one hundred of the latter class have been unable to obtain admission to this hospital, owing to its crowded state during the past twelve months. It is not a rash prediction that within a comparatively brief period accommodations for 3,000 or more patients will be required at the Hudson River Hospital. What is now needed is the wherewithal for the immediate execution of some comprehensive plan to provide for this inevitable increase and influx of patients. To this end plans of buildings are being prepared and will be submitted later. For the location and proper distribution of such buildings as well as for furnishing occupation for the patients, a generous addition to the 700 acres of land now owned by the hospital will be necessary. The most desirable piece of land for one of the groups of hospital buildings and cottages is a farm of 360 acres now leased by the hospital. This farm is on the Hyde Park road, between the hospital and the city of Poughkeepsie. Its improvements comprise three large, well-built barns, a horse stable, a hennery, a model dairy building with tile floors, refrigerators and hot-water pipes and boiler, and a small cottage.

The buildings above are worth, at a low valuation, \$10,000. The high table-land of this farm, with its commanding prospect, its fine woods of sixty acres, and its nearness to the city of Poughkeepsie, and to the railroad stations and steamboat landings, make the location a most desirable one for future extensions to this hospital. The New



York and Massachusetts railroad runs through the farm, and by its connections with the Hudson River railroad, the Philadelphia, Reading and New England railroad (Poughkeepsie Bridge route) could be used for transporting supplies from any direction. The pumping main of the Poughkeepsie City Water-Works passes through the farm and now supplies water for the farm buildings. The Hon. William P. Letchworth, member and late president of the State Board of Charities, after a very thorough inspection of this farm, wrote as follows: "Your board of managers, I hope, will be able to secure from the next Legislature the farm tract lying between the hospital and the town. It appears to me that the acquisition of this property is necessary to the economic success and completeness of your institution."

The necessity of securing this property for the hospital has been conceded by the present president of the State Board of Charities, Hon. Oscar Craig, and by the president of the State Commission in Lunacy, Carlos F. MacDonald, M. D.

The buildings occupied by men patients, with their 600 inmates, are without adequate protection against fire. At present the only means for meeting this danger are "chemical" fire extinguishers and pails of water standing at convenient points. At the boiler-house belonging to these buildings is a Worthington's duplex fire pump 20x10x10, with automatic governor, seven-inch suction and six-inch delivery, guaranteed to throw ten one and one-eighth inch streams 100 feet distance with 150 feet elevation. This pump is now useless, there being no arrangements for conveying the water to the buildings. An approximate cost of the work required to furnish an absolutely protective fire system for these buildings is as follows; 2,200 feet of six-inch pipe, well threaded, \$2,200; 1,700 feet of four-inch pipe, \$900; 120 feet of three-inch pipe, \$50; necessary valves, \$850; labor and proper covering, \$4,000; hose, \$2,000. Total, \$10,000.

Another requirement at the men's department is a morgue. This should contain a small reception-room where friends might see their dead, another room for the safe-keeping of the remains, and another, suitable for making autopsies. The building should be supplied with steam heat, hot and cold water, sinks, fixtures and drainage pipes. The estimated cost of the structure is \$4,000. In the women's department the entire plumbing of wards 4 and 8, which is twenty years old, should be renewed, and iron floor beams, brick arches, and tile floors replace the present rotting beams and worn-out floors of the water-closets and bath-rooms. This would cost about \$6,500.

A suitable horse-stable for twelve horses and a wagon-house are greatly needed. The farm horses are now stalled in a small lean-to.



About 100 tons of hay and straw must be stacked out of doors, and more storage room for hay is needed. Our vegetable cellar is entirely inadequate and cannot hold even the past year's yield of potatoes. For beets, carrots, cabbages, etc., the only resource has been to bury them in the earth. It would require from ten to twelve thousand dollars to provide these necessities. About \$2,500 should be expended in repairs to steam plant and the steam engine, and \$4,500 in outside and inside painting of all the buildings, and \$2,000 for furniture.

The following renewals and repairs are needed in the women's department; thirty-seven new (lower) sash, \$111; twenty new basement sash and frames, \$60; new floors and bases in twenty-three rooms, \$575; twelve new doors, \$84; general repairs to windows and door trim, \$500; new dish-closets in four wards, \$160; new dumb waiters for four wards, \$160; and in the men's department; for repairing five arches in dormitories, \$125; for new girder in block C, \$40; and for laying floors in dormitories of block A 2 and C 2, \$700. Total, \$2,515.

A shed is needed for housing coal used in the several kitchens at the men's buildings, and one at the river for the coal used at the pump-works. These two could be built for \$1,000. For renewals and repairs to machinery and for a dove-tailing machine, and belts and pulleys the sum of \$1,900 is required. A desideratum is the completion of the house for the night nurses employed at the men's department. This would cost \$6,000. An appropriation of \$1,000 is asked for toward the purchase of a piano for the women's wards, and for procuring books and instruments.

To complete the water-works for the State-care cottages, \$10,000 is needed to build the reservoir. The sum of \$6,000 is asked for road-making and implements therefor, there being about three miles of road to be constructed in connection with the State-care cottages and site for approaches to the same. A boiler-feed pump should be procured for the "Fallkill" farm boiler-house, and an extra boiler. These two items would cost \$2,975.

The managers respectfully request that appropriations be made in the amounts and for the purposes specified in this report, believing that the objects as set forth are indispensable, and that the estimates are no larger than required.

The only change in the board of managers during the year was the resignation of the Hon. Jacob B. Carpenter, of Little Rest, and the appointment by Governor Flower of Lewis S. Chanler, Esq., of Red Hook, as manager to succeed Mr. Carpenter.

The fourth assistant physician, Dr. J. Elvin Courtney, after rendering most acceptable service to the hospital, resigned to accept the position of first assistant physician at the State Asylum for Insane Criminals. Dr. Isham G. Harris, of New York city, was appointed to the position of fifth assistant physician, made vacant by the promotion of Dr. Ralph W. Parsons.

AMASA J. PARKER.

FRANK B. LOWN.

JAMES ROOSEVELT.

GEO. F. SHRADY, M. D.

W. H. MASE.

CHAS. P. McCLELLAND.

J. SHERRY.

JOHN I. PLATT.

LEWIS STUYVESANT CHANLER.

# SUMMARY STATEMENT

OF THE

Receipts and Expenditures by the Treasurer of the  
Hudson River State Hospital for the Fiscal Year  
Ending September 30, 1892.

*To the Managers of the Hudson River State Hospital:*

The treasurer respectfully submits the following summary of his receipts and expenditures for the year ending September 30, 1892.

## MAINTENANCE ACCOUNT.

Balance on hand October 1, 1891 .....	\$15,458 39
Received from all sources, including farm and garden supplies.....	188,698 64
	<hr/>
	\$204,157 03
Payments as per vouchers Nos. 1 to 1118, inclusive.....	\$182,169 95
Farm and garden supplies....	18,871 40
	<hr/>
	201,041 35
	<hr/>
Balance on hand October 1, 1892.....	\$3,115 68
	<hr/> <hr/>

## RENEWALS, REPAIRS AND BETTERMENTS.

(Chap. 330, Laws of 1886.)

Balance on hand October 1, 1891.....	\$213 39
Vouchers paid.....	213 39
	<hr/> <hr/>

## GENERAL RENEWALS, REPAIRS AND BETTERMENTS.

(Chap. 302, Laws of 1891.)

Balance on hand October 1, 1891.....	\$3,964 17
Payments as per vouchers Nos. 12 to 66, inclusive.....	3,964 17
	<hr/> <hr/>

## PAINTING IN OLD AND NEW BUILDINGS.

(Chap. 302, Laws of 1891.)

Balance on hand October 1, 1891.....	\$461 33
Payments as per vouchers Nos. 16 to 24, inclusive. ....	461 33
	<hr/> <hr/>



NEW ICE-HOUSES FOR STORAGE, ETC.

(Chap. 302, Laws of 1891.)

Balance on hand October 1, 1891.....	\$713 22
Payments as per vouchers Nos. 21 to 33, inclusive.....	713 22
<hr/> <hr/>	

LAUNDRY MACHINES AND FIXTURES.

(Chap. 302, Laws of 1891.)

Balance on hand October 1, 1891.....	\$505 87
Payments as per vouchers Nos. 6 to 8, inclusive.....	41 29
<hr/>	
Balance on hand October 1, 1892.....	\$464 58
<hr/> <hr/>	

NEW FURNITURE AND FURNISHINGS.

(Chap. 302, Laws of 1891.)

Balance on hand October 1, 1891.....	\$1,083 77
Payments as per vouchers Nos. 11 to 35, inclusive.....	1,083 77
<hr/> <hr/>	

MAINTENANCE DEFICIENCY.

(Chap. 302, Laws of 1891.)

Received appropriation from State Treasurer.....	\$20,000 00
Payments as per vouchers Nos. 1 to 2, inclusive.....	20,000 00
<hr/> <hr/>	

PROVIDING ACCOMMODATIONS FOR 288 PATIENTS (AS REAPPORTIONED BY THE BOARD FOR THE ESTABLISHMENT OF STATE INSANE ASYLUM DISTRICTS). AT A PER CAPITA COST OF \$550.

(Chap. 91, Laws of 1891.)

Received from State Treasurer.....	\$64,123 93
Payments as per vouchers Nos. 1 to 15, inclusive.....	64,123 93
<hr/> <hr/>	

PURCHASE OF REAL ESTATE.

(Chap. 144, Laws of 1892.)

Received from State Treasurer.....	\$6,273 00
Payments as per vouchers Nos. 1 to 3, inclusive.....	6,273 00
<hr/> <hr/>	

GENERAL RENEWALS, REPAIRS AND BETTERMENTS.

(Chap. 356, Laws of 1892.)

Received from State Treasurer.....	\$6,000 00
Payments as per vouchers Nos. 1 to 48, inclusive.....	3,422 84
<hr/>	
Balance on hand October 1, 1892.....	\$2,577 16
<hr/> <hr/>	

## FURNITURE, BOOKS AND PICTURES.

(Chap. 356, Laws of 1892.)

Received from State Treasurer.....	\$1,500 00
Payments as per vouchers Nos. 1 to 19, inclusive.....	1,061 21

Balance on hand October 1, 1892.....	\$438 79
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## MATERIALS AND SKILLED LABOR FOR PAINTING BUILDINGS.

(Chap. 356, Laws of 1892.)

Received from State Treasurer .....	\$1,000 00
Payments as per vouchers Nos. 1 to 12, inclusive.....	1,000 00

## ADDITIONAL WATER SUPPLY.

(Chap. 356, Laws of 1892.)

Received from State Treasurer.....	\$20,000 00
Payments as per vouchers Nos. 1 to 42, inclusive.....	13,214 07

Balance on hand October 1, 1892.....	\$6,785 93
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## DEFICIENCY IN APPROPRIATION FOR MAINTENANCE.

(Chap. 356, Laws of 1892.)

Received from State Treasurer.....	\$25,000 00
Payments as per vouchers Nos. 1 to 4, inclusive .....	23,970 64

Balance on hand October 1, 1892 .....	\$1,029 36
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## ADELINE L. BEADLE MEMORIAL FUND.

Balance on hand October 1, 1891.....	\$584 68
Received from interest on mortgages.....	250 00

	\$834 68
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Payments as per vouchers Nos. 78 to 118, inclusive.....	292 89
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Balance on hand October 1, 1892.....	\$541 79
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## SALARY ACCOUNT.

Received from State Treasurer for salaries of officers and physicians for the fiscal year ending September 30, 1892 .....	\$15,742 40
Paid for salaries.....	15,742 40

## SUMMARY OF CASH BALANCES.

Maintenance account.....	\$3,115 68
Laundry machines and fixtures, 1891 .....	464 58
General renewals, repairs and betterments, 1892.....	2,577 16
Furniture, books and pictures, 1892.....	438 79
Additional water supply, 1892.....	6,785 93
Deficiency in appropriation for maintenance, 1892.....	1,029 36
Adeline L. Beadle Memorial Fund.....	541 79
	<hr/>
Total cash balance on hand October 1, 1892.....	\$14,953 29
	<hr/> <hr/>

ALLISON BUTTS,  
*Treasurer.*





University of the State of New York

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# New York State Library

SEVENTY FIFTH ANNUAL REPORT

FOR THE

YEAR ENDING SEPT. 30, 1892

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TRANSMITTED TO THE LEGISLATURE JANUARY 9, 1893  
BY THE REGENTS OF THE UNIVERSITY

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ALBANY  
UNIVERSITY OF THE STATE OF NEW YORK  
1893

# Regents

(JANUARY 1893)

ANSON J. UPSON, D. D., LL. D.,	<i>Chancellor</i>	
WILLIAM CROSWELL DOANE, D. D., LL. D.,	<i>Vice-Chancellor</i>	
ROSWELL P. FLOWER,	Governor	
WILLIAM F. SHEEHAN,	Lieutenant-Governor	} <i>Ex officio</i>
FRANK RICE, B. A.,	Secretary of State	
JAMES F. CROOKER,	Sup't of Public Instruction	

In order of election by the legislature

YEAR						
1873	MARTIN I. TOWNSEND, LL. D.	-	-	-	-	Troy
1874	ANSON J. UPSON, D. D., LL. D.	-	-	-	-	Glens Falls
1876	WILLIAM L. BOSTWICK, B. A.	-	-	-	-	Ithaca
1877	CHAUNCEY M. DEPEW, LL. D.	-	-	-	-	New York
1877	CHARLES E. FITCH, M. A.	-	-	-	-	Rochester
1877	ORRIS H. WARREN, D. D.	-	-	-	-	Syracuse
1878	WHITELAW REID, LL. D.	-	-	-	-	New York
1881	WILLIAM H. WATSON, M. D.	-	-	-	-	Utica
1881	HENRY E. TURNER,	-	-	-	-	Lowville
1883	ST CLAIR MCKELWAY, LL. D.	-	-	-	-	Brooklyn
1885	HAMILTON HARRIS, LL. D.	-	-	-	-	Albany
1885	DANIEL BEACH, LL. D.	-	-	-	-	Watkins
1886	WILLARD A. COBB, M. A.	-	-	-	-	Lockport
1888	CARROLL E. SMITH,	-	-	-	-	Syracuse
1890	PLINY T. SEXTON,	-	-	-	-	Palmyra
1890	T. GUILFORD SMITH, M. A., C. E.	-	-	-	-	Buffalo
1892	WILLIAM CROSWELL DOANE, D. D., LL. D.	-	-	-	-	Albany
	<i>Two vacancies</i>					

Elected by the regents

1888	MELVIL DEWEY, M. A.,	<i>Secretary</i>	-	-	-	Albany
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## REGENTS' STANDING COMMITTEE ON THE STATE LIBRARY

THE VICE-CHANCELLOR, *Chairman*

CHAUNCEY M. DEPEW	WILLIAM H. WATSON
CHARLES E. FITCH	ST CLAIR MCKELWAY
WHITELAW REID	PLINY T. SEXTON



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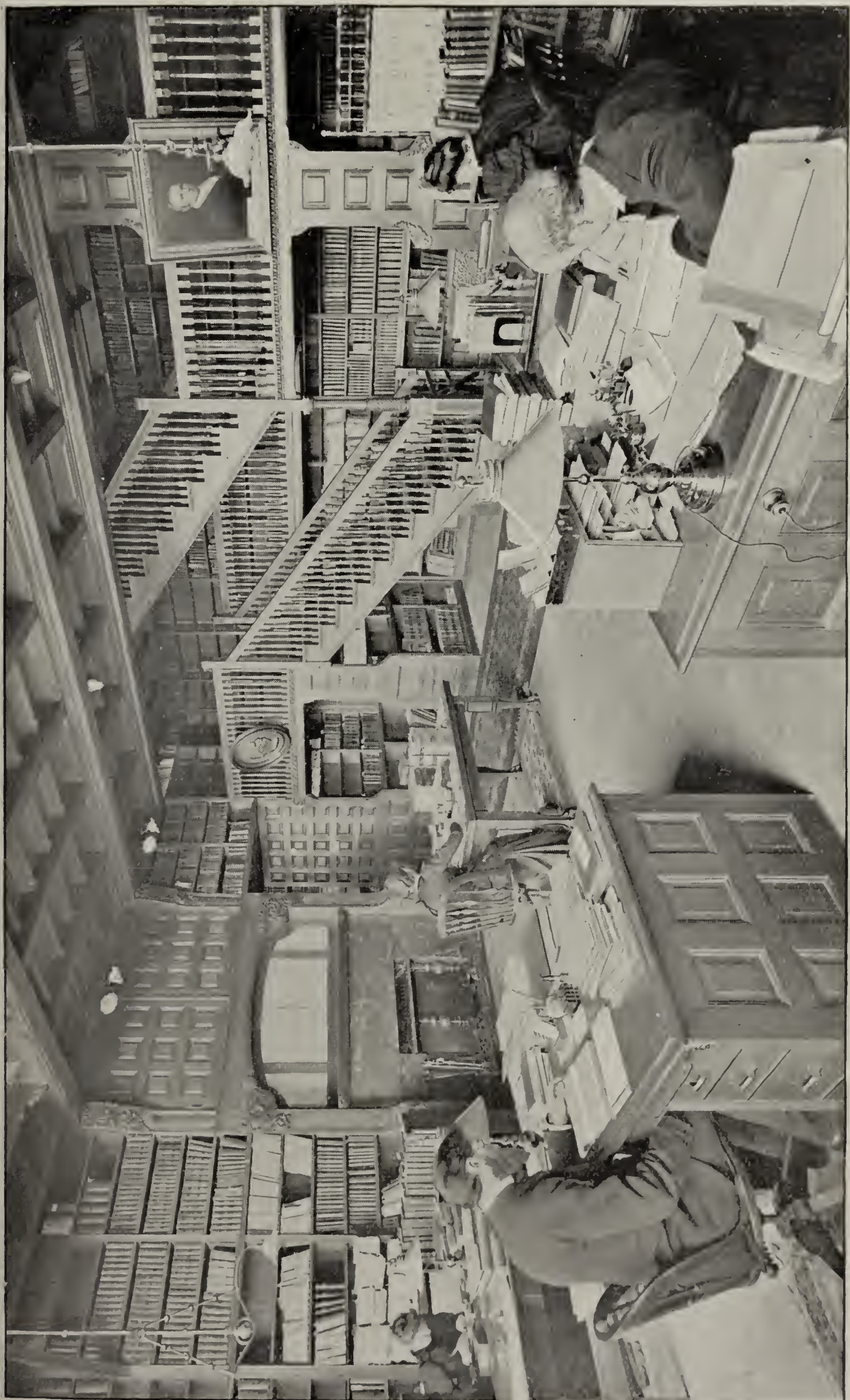
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# STATE OF NEW YORK

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No. 8

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## IN SENATE

JANUARY 9, 1893

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SEVENTY FIFTH ANNUAL REPORT

ON THE

NEW YORK STATE LIBRARY

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*To the Legislature of the State of New York*

I have the honor to submit herewith, pursuant to law, as the 75th annual report of the regents of the University on the New York state library, the report of the director of the library with appendices.

ANSON JUDD UPSON

*Chancellor*



New York State Library

REPORT OF DIRECTOR, 1892

To the Regents of the University of the State of New York

I have the honor to report for the year ending September 30, 1892, as follows .

For convenience in comparing reports for various years, a regular outline is followed and the comments are grouped under the heads of staff, finances, publications, general library with its law, education, medical and mss divisions, acquisition, use, preservation, Library school, Public libraries department, Duplicate department and library associations. Subheads of each topic are shown in the table of contents.

STAFF AND EMPLOYEES, OCTOBER 1, 1892

This list includes all employed for either whole or partial time, and for evening, holiday and vacation opening, not only in the state library proper, but also in the public libraries and duplicate departments, bindery, and law, medical and education libraries. Date of first entering service, name, position, present salary and increase (if any) for the coming year are as follows:

Date	NAME AND POSITION	Salary for 1892	Increase for 1893
Jan. 1, 1889	Melvil Dewey, M. A. (Amherst), director.....	Paid in	regents'
		office	
June 8, 1868	Stephen B. Griswold, law librarian .....	\$2000	
Feb. 15, 1872	George R. Howell, M. A. (Yale), archivist .....	2000	
Apr. 1, 1889	Walter S. Biscoe, M. A. (Amherst), catalog librarian.....	2000	
July 1, 1883	Dunkin V. R. Johnston, M. A. (Hobart), reference librarian.	1440	\$360
Apr. 1, 1889	Mary Salome Cutler (Mt Holyoke), B. L. S. (N. Y.), vice- director Library school .....	Paid in	examina-
		tion	dep't
" "	Florence Woodworth, director's assistant .....	\$960	\$240
July 14, 1880	Harry E. Griswold, sub-librarian (Law) .....	1200	
Apr. 1, 1889	May Seymour, B. A. (Smith), sub-librarian (Education) ....	1080	420
Mar. 1, 1891	William B. Shaw, M. A. (Oberlin), sub-librarian (Legislation)	960	240
Apr. 1, 1889	Ada Alice Jones, head cataloger.....	960	
Apr. 1, 1889	Nina E. Brown, M. A. (Smith), B. L. S. (N. Y.), shelf-lister..	900	
Oct. 1, 1890	Elizabeth Harvey, cataloger .....	720	
May 1, 1891	Mabel Temple, cataloger.....	720	
July 14, 1891	Ada Bunnell, classifier .....	600	120
" "	Charles W. Plympton, accession clerk.....	600	120
" "	Martha T. Wheeler, indexer.....	600	120
Oct. 1, 1892	William S. Burns, B. A. (Yale), cataloger.....	600	
" "	Charlotte Fearey, cataloger.....	600	
Apr. 15, 1889	Judson T. Jennings, shelf-curator .....	480	120
June 18, 1891	Mary L. Sutliff, assistant.....	300	
21 on staff		\$18720	\$1740



Junior Clerks

Date	NAME AND POSITION	Salary for 1892	Increase for 1893
Feb. 2, 1891	Mary C. O'Brien.....	\$420	
Jan. 20, 1892	Daisy Hydeman.....	240	
" 22, 1892	Fanny A. Wensley .....	240	
" 25, 1892	Lily A. Walker.....	300	
Feb. 2, 1892	Dora Schlesinger.....	240	
July 11, 1892	Minnie Sennett. ....	240	
" "	Ellen F. Sands .....	240	
" "	Mary A. Murphy .....	240	
8 junior clerks		\$2160	

Pages

April 15, 1889	Joseph O'Brien .....	\$180	
Oct. 1, 1890	Patrick F. Driscoll .....	300	\$60
Dec. 30, 1890	John McDonald .....	180	60
Jan. 1, 1891	Chester Utter .....	300	60
Sept. 29, 1892	Philip J. McCormack.....	180	
5 pages		\$1140	\$180

Public libraries department

Aug. 1, 1892	W. R. Eastman, M. A. (Yale), B. L. S. (N. Y.), inspector....	\$1200	
Nov. 25, 1889	Elizabeth L. Foote, B. A. (Syracuse), assistant.....	600	
Jan. 12, 1892	Michael Driscoll, page.....	180	
		\$1980	

Bindery

		Wages per week	Received in 1892
June 9, 1890	Walter Roche, gilder and letterer.....	\$20	\$1040
Nov. 3, 1890	H. DeRouville, forwarder.....	12	624
Nov. 5, 1890	Anna Hotaling, sewer and repairer.....	6	312
Apr. 6, 1891	James DeRouville, apprentice .....	4 50	234
Apr. 4, 1892	Anna J. Keeler, apprentice .....	3	75
5 binders		\$45 50	\$2285

Changes of the year are summarized below.

NAME	Position	Took effect	Salary
Resignations			
Frank C. Patten.....	Curator of catalog .....	June 15, 1892	\$900
J. Murray Downs.....	Junior clerk (Law) .....	Sept. 30, 1892	420
Mary W. Loomis .....	Accession clerk .....	July 1, 1892	600
Roscoe B. Wills .....	Page .....	July 9, 1892	240
4 resignations			\$2160
Appointments			
Daisy Hydeman.....	Junior clerk.....	Jan. 20, 1892	\$240
Fanny A. Wensley .....	" " .....	Jan. 22, 1892	240
Lily A. Walker.....	" " .....	Jan. 25, 1892	240
Dora Schlesinger.....	" " .....	Feb. 2, 1892	240
Mary A. Murphy .....	" " .....	July 11, 1892	240
Ellen F. Sands .....	" " .....	July 11, 1892	240
Minnie Sennett.....	" " .....	July 11, 1892	240
Joseph O'Brien.....	Page .....	July 13, 1892	180
William R. Eastman .....	Public libraries inspector .....	Aug. 1, 1892	1200
Mary L. Sutliff .....	Assistant in library.....	Aug. 1, 1892	300
Michael Driscoll.....	Page .....	Sept. 12, 1892	180
Philip J. McCormack.....	" .....	Sept. 29, 1892	180
William S. Burns.....	Cataloger .....	Oct. 1, 1892	600
Charlotte Fearey.....	" .....	Oct. 1, 1892	600
Elizabeth L. Foote .....	Public libraries assistant.....	Dec. 1, 1892	600
15 appointments			\$5520

NAME	Position	Took effect	Former salary	Increase
<b>Promotions</b> <i>Between Oct. 1, 1891 and Sept. 30, 1892</i>				
John McDonald .....	Page.....	Nov. 1, 1891	\$150	\$30
William B Shaw.....	Sub-librarian (Legislation)	Feb. 1, 1892	900	60
Ada Alice Jones.....	Cataloger.....	Feb. 1, 1892	900	60
Florence Woodworth.....	.....	Feb. 1, 1892	900	60
Mary C O'Brien.....	Junior clerk .....	Apr. 1, 1892	300	120
Patrick F. Driscoll .....	Page.....	Apr. 1, 1892	240	60
Chester Utter .....	.....	Apr. 1, 1892	240	60
7 promotions			.....	\$450
Net cost of 18 promotions.....			\$2470	Average 131 67
15 appointments less 4 resignations.			360	305 45
Total cost of changes.....			\$5730	

## FINANCES

**Appropriations.** There are granted annually \$19,900 for salaries, \$15,000 for books, serials and binding, and \$3,000 for expenses. Beside the \$15,000 the regents are also authorized by law to expend for books money received from the sale of duplicates or state publications. Several hundred dollars are now sent in each year for bulletins and other pamphlets thus showing conclusively the esteem in which they are held. In proposing this system of charging a small price for our publications, I predicted that it would result in showing what was really valuable, for people will not pay even a small price for anything they do not appreciate.

## PAYMENTS 1891-92

	1890-91	1891-92
Books.....	\$10977 07	\$8384 47
Serials .....	2778 43	1694 59
Binding.....	3889 84	3266 84
Fittings.....	297 43	321 76
Supplies.....	284 76	208 13
Printing .....	201 52	1260 47
Travel.....	18 65	101 32
Repairs. ....	.....	198 25
Other incidentals .....	198 41	331 18
Salaries .....	18683 15	20860 04
	<u>\$37329 26</u>	<u>\$36627 05</u>



Detailed reports of all these payments have been submitted each month to the finance committee and are on record in the regents' office and also at the state controller's.

**Salaries.** Full details are given both in the regents' report and in the preceding tables. These will, however, mislead unless it is borne in mind that for convenience and economy of administration the regents include in a single staff all those employed in the half dozen different departments closely allied to the state library proper. The list is also larger, because under the law by which the regents assist in starting and reorganizing libraries throughout the state it is often necessary to detail members of the state library staff for temporary service elsewhere. As these services are paid for by the local libraries the state's payments are by so much reduced. If all on this list gave their entire time to the state we should greatly exceed the annual appropriation for salaries, but in fact so many give only partial time that, as shown in the financial tables both in the library and regents' reports, we each year have a small balance left over.

The list of promotions seems formidable till the system is understood. Only four of the 18 promotions are such in the ordinary sense and these are due to assumption of extra duties. The rest are merely the routine increase for each added year of experience. Instead of filling a \$600 position with an untried assistant at \$50 a month, as formerly, it is now given if possible to some one already in our employ who began at \$20 a month with the understanding that if services were satisfactory there would be an increase of \$5 a month up to this point for each year as long as there were vacancies. Thus, before the permanent salary was reached this name would appear six times on our lists of promotions when by the old system it would not appear at all. Yet by the new plan we have reduced our average expenditure for services over 30 per cent and secured a better grade of assistants than ever before. The usual increase in salaries is \$60 a year. Under this system while we have added several senior assistants the average annual salary for the 11 additions to the staff is only \$305.45.

The total cost of changes and additions represents not an increased cost of running the state library proper but that of



vacation, holiday and evening opening, duplicate and public libraries departments, bindery, and law and medical and education libraries. For this extra work an estimate was made and the record shows that we have succeeded in keeping expenses something below what was appropriated for the purpose. Owing to the low salaries paid for the high grade of services required we each year lose several members of our staff who accept positions offering a large advance. By employing junior clerks to assist librarians and senior aids a given expenditure is made to yield its maximum, for often a librarian with a bright junior clerk can accomplish as much as two librarians. Every appointment is made in strict conformity to civil service rules, and in no department is more continuous and faithful service rendered. Total payments for salaries for the year have been \$20,860.04.

**Books.** Tables B, D, and E, appendix 1, show in great detail how the \$15,000 for books, serials and binding has been used. These are by months, by the 100 subject divisions, by size and style of binding and by frequency of issue of serials.

Under "Finances" above we give the actual payments during the fiscal year, as recorded by the bookkeeper. Table D gives the cost of the books added to the accession book during that period. As the dates of cataloging and the payment of bills do not agree, the totals for each year must of necessity vary in the two tables; though in a series of years they balance each other.

The library records show the cost of books added to be \$9273.27; serials \$1801.48 and binding \$3387.09.

I propose with the coming year to organize five of the most efficient advisers on the staff into a book board to pass on every book recommended in order that we may, to the extent of our means, select exactly the books most needed in our library. A year's trial of the book board will probably show a still farther gain in this important matter.

**Incidentals.** While work on the capitol is in progress many expenses which would be paid from this fund have been borne by the construction department. As a result we have been able to turn back into the treasury an unexpended balance and hope to do the same for the coming year. On completion of the

building, these expenses will be sufficient to use the entire appropriation of \$3,000 a year.

**Buying supplies.** While the amount is small we have strictly observed the same rule explained on page 11 of the last report. No patronage is dispensed, but everyone is told that we always buy from the lowest responsible bidder that will fill orders promptly and satisfactorily. Whenever we find it possible to get lower prices the bookkeeper, by a standing rule, orders the next supply from the new source. The effect of this policy, approved by the finance committee and the regents before its adoption, could have been predicted, prices in some cases having fallen over 50 per cent below those previously charged; but while it has saved us thousands of dollars in the past four years, it has cost us the enmity of certain interested parties who had formerly supplied the departments at much higher prices.

There has been but one exception to this rule of buying from the lowest responsible bidder. Some articles have been made in Albany that could have been bought cheaper through the cooperative supply department of the American Library Association. This agency was started in 1876 by its cooperation committee, which, after comparing different appliances used by perhaps a score of libraries selected the best patterns and from these had made a supply large enough for 100 or more libraries instead of one. Making in large quantities and by special machinery in many cases reduced cost more than half while the quality was materially improved. After several years this business grew so large that the association transferred it to a corporation formed by several librarians for this purpose under the name Library Bureau. Your director was the originator of this cooperative plan and as secretary of the national association of librarians had direction of it. From 1880 to 1883 he was manager of the bureau, but is now only nominally connected with it as consulting librarian. Though the library committee and officers of the regents recommended that the state library should get from the Bureau any supplies which could be had there cheaper, I have thought it wiser because of former active and present nominal connection not to make such purchases.



By courtesy of the Bureau and because of assistance and advice in library matters, they have given me permission to use for the state without charge, any of their patterns or models even though covered by patents or copyrights. I have therefore had various makers in Albany duplicate, from models borrowed from the Bureau, articles which we needed. The cost of making in small quantity has been larger than to have bought them direct, but it precludes criticism. When we found that some articles for sale only by the Library Bureau and necessary for the most economical management of the library could not be made without an investment so large as to be prohibitive, the matter was submitted to Controller Wemple, who solved our difficulty by undertaking to have made or to buy for us whatever was necessary. In buying large quantities of supplies for the state offices he was able to command wholesale prices and also unusual facilities. As a result nearly every thing used by the library has been ordered by the controller from those who supply the state offices, and the prices have been approved by him before bills came to us for payment. Though at first there were many little things which could not be made at home, different Albany firms have now arranged for their manufacture so that there is little left which we need to get through the controller.

The demands of the library requiring numerous classifications and indexes of which your director is the author, he gave abundant copies for its use amounting at wholesale price to \$200. These details are reported to the regents because it seems proper to record the extreme care which from the first has been taken by the new administration in expending state appropriations. Though our total expenditures for the year for supplies have been only \$208.13 the principle is the same that has governed the expenditure of the nearly \$40,000 used for books, salaries and other expenses.

#### PUBLICATIONS

As our library is the property of the whole state its proper work can be done only by the large use of publications which can go cheaply to all parts of the state. In order to save means for printing the most valuable we have begun by omitting from the annual reports much matter for which few people cared.



We shall hereafter print in compact form much detailed information as to the workings of the library and add other matter thought most valuable to library interests.

**New York libraries.** Last year we gave the fullest and most reliable statistics yet published of the 568 libraries which reported to the regents. These included location, name of library, year founded, volumes added during the past year, total volumes in library, hours open weekly for lending and for reading; expenditures for books, serials and binding, for salaries and for all other expenses, with totals; class of books if the library is not general, its ownership or control, terms of use and names of librarian or person in charge. Next year this list will be again revised to date and printed, still further improved in form. These statistics will appear in condensed form each year, and each five years a fuller report will be made so that the history of the libraries of the state can be fully traced through this annual bulletin.

**Bulletin of additions.** The list of state library accessions which was prepared promptly for publication is still unprinted, the pressure of work at the state printing office having crowded it over from month to month till finally its destruction by fire has still further postponed its appearance. The new University law now authorizes the printing of this and similar bulletins in advance of the annual report, and we can put before the libraries, institutions of the University and others specially interested, the lists of additions to the library without annoying delays. We propose to publish about January 1, and April 1 of each year a bulletin of important additions, including new books and important old ones, but not including unimportant old books received by gift and exchange or bought from auction or second-hand lists. These bulletins will be of the greatest practical value to the libraries of the state in advising them not only of what has been added to the state library but in giving them a carefully selected list of the best new books with catalog titles prepared by expert catalogers and with class numbers attached showing the scope of each book and guiding to its proper location on the shelves in any of the nearly 300 libraries using the state library system.

**Law library bulletins.** The subject catalog of additions to the law library for the past 10 years is in preparation and will be issued late in 1893. The law bibliography of each year will be begun as soon as the printers have caught up with the arrears caused by the fire.

**Annotated reading lists.** Next year we shall publish in compact form for wide distribution a dozen short annotated lists of the best reading, thus beginning one of the most important practical series possible to a state library department.

**Bulletin of comparative legislation.** The annual summary of comparative legislation continues to increase in public appreciation and is sought for all through the country and also by prominent scholars and libraries abroad wherever there is study of comparative legislation. We maintain this in the form of a card catalog for immediate reference during the year and thus are able to print promptly at the opening of each legislature. As all the states except Massachusetts, New York, New Jersey, Rhode Island, South Carolina and Georgia now hold only biennial sessions, most of them coming on the odd year, we give the full charts of funds and expenditures only for the alternate years.

**Library school bulletin.** The Library school handbook has been called for so much more rapidly than was anticipated, many requests having come from abroad as well as from every state in the union, that the entire edition of 2000 copies has been already distributed and another edition must be prepared.

**Printing.** The typographic improvement in our recent publications has been generally and generously recognized. We hope by constant attention to make the publications of the state library models of their kind as is fitting to the place of peculiar eminence which our library occupies.

Since the invention of the linotype I have hoped that we might adopt it for catalogs and indexes to be used by various libraries in the state, thus effecting a great economy. Plans are nearly perfected and within a year or two we hope to use extensively this new method of printing which promises to solve the problem over which librarians have struggled so many years, how to secure printed catalogs well up to date without prohibitive cost.



## LAW DIVISION

The law library now numbers 47,341. During the year, 1894 volumes were added, of which 901 were bought and 993 were gifts or exchanges, 1013 volumes were continuations of sets already on the shelves.

The character of the additions has not varied materially from that of former years, a large part being continuations of American, British and colonial reports, statutes, state papers, law periodicals and standard elementary works.

The following rare volumes have been added to our American statute law, and British and colonial reports :

	Vols.
Kansas private laws, 1860.....	1
Massachusetts acts (folio), 1793-97.....	5
Michigan private laws, 1833.....	1
Missouri acts, 1816-17.....	1
Montana acts, 1866.....	1
Ohio acts (local), 1823-24.....	1
—— Maxwell's code 1796, <i>reprint</i> 1891.....	1
County courts (Gt. Brit.) chronicle.....	24
County courts (Gt. Brit.) cases.....	19
New South Wales, Supreme court reports.....	16
In foreign law have been added :	
France. Bulletin des lois, 1885-90.....	24
—— Recueil général des lois et des arrêts, 1885-90....	6
Journal du droit international privé ed. par E. Clunet....	16
Laurent. Principes de droit civil. Ed. 4.....	33
Lehr. Éléments de droit civil Russe.....	2
Ottoman empire. Législation ottomane, ed. par A. Bey	
1873-88.....	7
Portugal. Code de commerce, 1888.....	1
Revue de droit international.....	22

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**Court of appeals cases and briefs of counsel.** 156 volumes have been added to this set which is in constant use and highly prized, as there are but five full sets in the state and copies are not for sale. The style of binding has been changed from full law sheep to half goat, and in spite of the prejudice of the bar for the conventional law sheep there seems to be almost unani-



mous preference for the new binding, which is not only much handsomer but at least twice as durable for the same cost.

Prior to 1891 these much used cases were indexed by court terms and at the end of the year the six or eight small indexes were copied into a book. The card system, adopted for the next year, making it possible to find any case by a single reference was so much liked that the sub-librarian (H. E. Griswold) is now consolidating the old index with the new on standard cards uniform with the main library catalog. As few lawyers remembered the year of cases, without which the old index could be used only with very great labor, the advantages of the new system are highly appreciated by the courts and members of the bar.

**Supreme court cases and briefs of counsels.** As many cases decided by the supreme court never reach the court of appeals there has been a strong demand for a similar supreme court index. Hon. Marcus T. Hun, official reporter of the supreme court, has given the library his complete set of cases and briefs from 1874 to date in 30,000 pamphlets. Of the 1450 volumes which these will make 450 have been already bound uniform with the court of appeals set and the rest will be bound as fast as regular work allows. The cards for the court of appeals contain also an index form for the supreme court cases, and the single index will thus make almost instantaneous reference possible to any cases in any year in either court. For this important card catalog a case is to be built under the staircase in room 39.

The rapid increase of law publications renders it certain that a much larger allowance of money for buying law books than has hitherto been made, will be required to maintain the law library at the standard which it has held for many years past. The demand on our funds for new books and continuations leaves little money for supplying deficiencies.

#### EDUCATION DIVISION

Since the reorganization in 1889 we have kept steadily in mind the duty of the state library as a department of the University to develop one of the best educational libraries in the country. In 1890 we added 454 volumes, making a total of 1961, with 304

serials and 1153 subject cards. Last year we added 177 volumes, increased the serials to 384 and the subject cards to 1370. This year our total volumes have been carried to 2350, serials to 609, subject cards to 1618. In addition to this we have collected about 2387 valuable educational pamphlets. Now that Miss May Seymour has been transferred from the classification department and made sub-librarian for education, we shall make more rapid progress in this important department, though as she gives much of her time as secretary's assistant we are by no means doing all we ought for education. The west side of the south stack (room 44) is to be fitted up for an educational reading room, which the increasing use of the division demands.

#### MEDICAL DIVISION

In March, 1891, an appropriation of \$5000 was made for providing necessary shelving and for other expenses attendant on the gift of its medical library by the Albany medical college. The rooms were duly fitted up, but it was found that there was need of farther legislation to enable the trustees legally to make the transfer. That legislation was secured as part of the University bill, which was not signed till a few hours after the trustees' annual meeting. The books are therefore not yet moved, but the final vote is promised soon. When this is passed the books will be promptly put in place, and we shall begin what we are confident will prove a most useful and satisfactory experiment. The plan has been widely and warmly approved by all who understand it, but the appropriation was only for initial expenses so that farther provision must be made before active work can begin.

#### MANUSCRIPTS AND ARCHIVES

The manuscripts, estimated at 250,000, can never be properly arranged till the manuscript-room (31a<sup>2</sup>) is completed. We have this year transferred to that room the large oak case formerly in the regents' office, and originally built for some of the valuable bound manuscripts, but during the coming year the four walls of the room ought to be shelved to the ceiling, with a gallery to reach the upper half. Not till then shall we be able to make the great manuscript riches of the library properly available to students.



Pressure of other duties connected with the reorganization has made it impossible to give any personal attention to this department beyond planning the thorough equipment of the room which is promised for the coming year. When that work is completed we can greatly increase the efficiency of this very important part of the state library work.

George R. Howell, archivist, reports:

The many calls for assistance in the library from people from all parts of the state as well as from Albany, and the search for information to give in answer to letters of inquiry referred to me or sent to me directly, have taken much of my time. The reading of catalogs of genealogy, local history and early American history and discovery has also occupied me to such an extent that less than half of my time has been devoted to index work on the Clinton manuscripts. Still I have completed the calendars for 12 of these volumes added a few years ago, and the whole series has now, written in each volume, a calendar or brief statement of the subject of each separate manuscript therein contained. I have also indexed six volumes of the Clinton papers. This index gives the important subjects of each paper and names of persons mentioned by volume and page. Some discrimination is needed in this work, as for instance, no separate record is given to each farm deed in the Oriskany patent, except that the name of each owner is indexed, but a paper describing the location and boundaries of this patent would of course be indexed under the name of the patent. It is intended to give the name of the principal in each transaction and of every one who is there represented by an autograph. Indeed in the management of the whole collection of the archives something more than mere clerical work is demanded. Judgment and discrimination and experience in index work and search for information are needed at every move. There are 24 bound volumes of translations of the Dutch records involving transactions of the governor and his council from 1638 to 1664 and a portion of the year 1673, and criminal and civil actions, and titles to lands. These translations do not follow the order in the volumes of original manuscripts. There is a printed index and calendar to the 21 volumes of original papers in the Dutch language, known as "N. Y. Colonial mss.," but when a translation of a Dutch paper is required much time is liable to be lost in finding the translation. What is needed is to go over these volumes with the printed calendar and write in the margin of the latter the correct reference to the volume and page of the translations. The translations are not exactly helter-skelter, for 50 or more pages may be found in the proper sequence, and then there is a jump to some other volume. The order is not chronological nor entirely by subject matter, so that in the long run time would be saved by the proposed indexing of these volumes. Believing



that it was for the best interests of the state I have actually at odd times thus indexed six of these volumes of translations. They assist in reading the Dutch manuscript, much of which is written very badly and in an alphabet of its own or rather in several alphabets. But even these translations have to be verified in many places where some later hand has written "incorrect" or "wrong" on the margin. As papers are liable at any time to be needed in court the necessity of finding them quickly and of absolute accuracy both of the copy of the Dutch and the translation, is very clear. One hour a day might be profitably given to completing this index.

In order to know substantially what had been committed to my care I have been obliged to examine carefully each book or set of books, and have arranged them so that any one can easily be found when wanted, and placed titles on many that had lost or never had them.

**Autographs of the signers.** Some 30 years ago by the advice of the regents the legislature appropriated \$800 for a collection of letters and autographs of the signers of the declaration of independence. This collection is known to be one of the best and most valuable one of the signers in existence and it has been strengthened by several additions since the purchase. It contains also engraved steel portraits of most of the signers and an autograph letter of Washington. The collection, in the opinion of a gentleman well informed in such matters, has now a commercial value of \$20,000. As a safeguard in case of loss by theft or otherwise I have thought it prudent to copy in a book provided for this purpose every letter in this collection and to make a record of each portrait, and of each document signed, therein.

**Clinton mss.** While the Clinton mss were out of the custody of the library for purpose of indexing, two of the 38 autograph letters, therein contained, of Washington were stolen. I have tried three several times to secure copies of these from Mr George Bancroft who in 1877 had copies of them made for his use, but so far have been unsuccessful. Besides the number above given there are four other Washington letters in the Clinton papers which are copies.

**Columbus portraits.** As everything pertaining to Columbus is of interest to the public this year, I deemed it important to be prepared to answer questions as to the portraits of the discoverer. I therefore made a list of all the portraits of Columbus contained in books or elsewhere in the state library. Then by correspondence and otherwise ascertained information and from various quarters secured copies of nearly all other portraits of Columbus of any value in existence in form of photographs or engravings. They number over 40 and I have made a card catalog of these showing where the originals may be found, their value and characteristics.

**Land papers.** There are 12 volumes of land papers, being the original drafts of patents for land in the state. These form two series but are similar in contents and acquired at different times. Three of the first series were indexed many years ago. The later series of six volumes I indexed in 1891, making two separate indexes in each volume, one of the patentees and the other of all other names of persons mentioned in the grants with the local geographic names all in alphabetic order. These volumes are valuable in tracing titles to large areas of lands in the state and some time the remaining three should be indexed.

**Future work.** As to future work several suggestions are offered:

- 1 Finish the index of the Clinton papers and then prepare the calendar and index for publication in one or two volumes. This will take considerable time as 41 volumes remain to be indexed and the calendars of the whole 47 volumes would need to be copied for the printer.

- 2 Publish the calendar and index of the 26 volumes of the Sir William Johnson papers, which cover the same period as the Clinton mss, the period just preceding and during the revolution. This volume would not take as much time to prepare for publication as that of the Clinton papers.

- 3 Publish as v. 16 of the *Colonial history* the calendar prepared by Mr Fernow, which is ready for publication whenever an appropriation is made by the state for that purpose, printing consecutively in this calendar the most important papers referred to. By this means, useless expense in publishing papers of little importance will be avoided, and the state will present to its citizens in accessible form, the substance of these valuable records. These papers cover the colonial history of the state from 1664 to 1776, and would prove of interest to historical students and a valuable addition to the series of colonial history.

- 4 Publish translations of the French archives copied for the state library a few years ago.

- 5 Publish the most important of the Clinton and of the Johnson papers as another volume of the colonial history.

Unless otherwise directed I propose to go on with the work of indexing the Clinton papers, as I understand that to be the wish of the regents, and that I devote most of my time to work on the manuscripts in the library.

There is urgent need for the completion of the shelving in the room occupied by the manuscripts. The upper portion of the west wall resting on a proposed gallery if provided with pigeon holes and boxes would accommodate all the bundles of loose papers on file that have been deposited here by the legislature since the formation of the state, and with something to spare. Only when all the shelving in the room shall have been completed



can the books all receive their permanent location and then might be made a card catalog which should also designate their position on the shelves.

PROPOSED DIVISIONS

**Military and agricultural libraries.** The state library should give special attention to collecting military and agricultural books. The ordinary public library has little in this direction, but the state because of its own military department and the great agricultural interests, should naturally make these subjects prominent as it does legislation, law, and education, and its own local history. I therefore recommend, if we can secure from the state agricultural society and from the adjutant general and the G. A. R. the cordial cooperation necessary to complete success, that we establish military and agricultural divisions as we already have for law, medicine and education.

ACQUISITION

**Accessions 1818-92, by five-year periods.** Before the regents became trustees of the state library no record appears of the annual additions, but there was a total of 11,058 volumes in 1844. The figures below are given for the beginning of each half decade. Even the remarkable gain shown in the last line does not do justice to the saving in buying under the new system, for during these years we have been completing many expensive sets which, while adding greatly to the value of the library, make much less showing in the total of additions. In succeeding years there will be much greater gain, though this short period now shows more additions than any of the preceding five year periods.

	Total vols.	Increase	Appropriations for books and binding
1818 - 1844 .....	11058	.....	.....
1850 .....	23274	12216	\$20300
1855 .....	37613	14339	16700
1860 .....	55780	18167	24087
1865 .....	68462	12682	20580
1870 .....	80293	11831	23300
1875 .....	93809	13516	29389
1880 .....	109798	16989	35357
1885 .....	124176	13378	32166
1890 .....	142061	17885	49575
End of 1892 .....	164160	22099	45000



Growth 1891-92	TOTAL VOLUMES IN LIBRARY		ADDED 1892		
	Oct. 1, 1891	Oct. 1, 1892	Gifts, ex- changes and binding	Bought	Total
General library . . . .	109420	114768	2011	3337	5348
Law library . . . . .	45447	47341	993	901	1894
Total . . . . .	154867	162109	3004	4238	7242

This record of 7242 bound volumes represents really only about half our additions for in all 13,029 volumes and pamphlets have been added to our shelves and catalogs and 2,534 to our duplicate collection, beside about 50,000 publications in parts.

**Order department.** 967 orders were sent to agents ; 849 orders were filled and 24 canceled, leaving 221 orders outstanding October 1, 1892. Many orders have been sent to auction agents, not counted in the above statement.

**Character of additions.** The full tables appended show compactly and clearly how the expenditure has been distributed over the 100 divisions of the library. As is fitting for a state library, political science, economics, law and American history are the leading subjects, while others for which there is less demand have been represented only by a few books which every reference library must have for its general work.

Some of the most important additions of the year are :

### General

International cyclopædia

Blackie's modern cyclopedia

Academy

Eclectic review

Gentleman's magazine

Literary world, London

Universal review

Preussische jahrbücher

**Religion**

American catholic quarterly review  
 British and foreign evangelical review  
 Catholic world  
 Exeter hall lectures  
 Mercersburg review  
 Methodist magazine  
 Methodist quarterly review  
 Wesleyan methodist magazine

**Sociology**

Annalen des deutschen reichs  
 L'année politique  
 Jahrbuch für gesetzgebung  
 Jahrbücher für nationalökonomie  
 Zeitschrift für die gesammte staatswissenschaft  
 Journal des économistes  
 La réforme sociale  
 Vierteljahrschrift für volkswirthschaft  
 Annuaire de l'économie politique  
 Lend a hand  
 American journal of education  
 Featherman. Social history of the races of mankind

**Philology**

Hunter. Encyclopædic dictionary

**Science**

Sidereal messenger  
 Watts. Dictionary of chemistry  
 American chemical society. Journal  
 Geological magazine  
 Palæontographical society. Publications  
 Monthly microscopical journal  
 Sargent. Silva of North America  
 Annals and magazine of natural history  
 Zoologischer anzeiger  
 Ray society. Publications  
 The auk  
 Nuttall ornithological club. Bulletin

**Useful arts**

Sanitary engineer

Illinois state horticultural society. Transactions

Young. Annals of agriculture

Journal of forestry

**Fine arts**

Viollet-le-Duc. Dictionnaire raisonné de l'architecture française

Hauptmann. Moderne ornamentale werke

Société d'aquarellistes français

**Literature**

Classical journal

**History**

Annuaire historique universel

Petermann's Mittheilungen

Scottish geographical magazine

Irish archæological society

Norfolk archæology

Duruy. History of Rome

Revue historique

Great Britain. Chronicles and memorials

Great Britain. Calendars of state papers

Manchester. Court leet records

Stevens. Facsimiles of mss relating to America.

**Gifts.** The remarkable increase in gifts is most gratifying. The list appended to the last report included the gifts of two years, as the list did not appear in the report for 1890 with which it was submitted, the copy having been accidentally detached and the report bound before the omission was discovered. Evidently we can rely on gifts for very large annual additions if we continue our present policy of systematic canvassing. The various great subjects are assigned to members of the staff according to personal interest, and each is held responsible for publications in his own subject and for sending the proper request form wherever a gift can probably be secured. The system used was fully illustrated in the report for 1891, pages 12 to 16.



**Periodicals.** Last year we were taking 863. This year 203 more have been added, making a total of 1066. Many of these are given outright by publishers who appreciate the desirability of having complete files in this great reference library free to all parts of the state. It has involved much correspondence and personal effort on the part of the librarians to secure all these but it makes our list one of the largest in the country.

The receipt of each number is checked the same day on the record blank. Every two months the entire list is examined and anything in arrears is secured, or if publication has been stopped the fact is noted.

**Sequents.** Besides these 1066 periodicals we have also a card catalog of other sequents or publications appearing at intervals, like reports of institutions, proceedings of societies, etc. There are now received 3121 sequents, and for the convenience of our own and many other libraries the full list will be printed as an appendix to the next report. Once each year this list is checked through and delinquents are followed up till our sets are completed. At the time this involves some labor but little or no expense. A few years later money often can not buy the missing numbers which have gone out of print.

**Special appropriations.** The appropriation of \$15,000 a year for books seems a considerable sum. As explained in my report for 1891 page 11, we have secured lower prices than ever before and by careful watching of auction sales and old book lists are still further increasing average returns for each dollar of state money. We have also made a phenomenal increase in gifts secured. But when we have paid for the regular continuations of sets already started, have bound the 3121 different sequents that we are regularly receiving, spent some hundreds of dollars more in binding that represents annual wear or deterioration of our 162,109 volumes and in binding selected volumes from our 250,000 mss, and have bought the most important of the new publications, we find our money entirely exhausted. It is therefore necessary, if we are to fill in the large gaps, that special appropriation should be secured for the purpose. We have done

much in the last three years, but only by buying less than we ought of new books. Hereafter we must secure either a larger annual appropriation or must get special grants for filling gaps.

Our law library to maintain its present leading position must add largely in foreign law and spend more than heretofore on American departments. In legislation and education we also need several thousand dollars to fill important gaps.

#### UTILIZATION

**Catalog.** Besides caring for the regular additions to the library, we have cataloged and rearranged the remainder of European history (944-949) and the history of other foreign countries (950-972, 980-999). A large part of sociology (300) has also been finished. All books added since 1888 and nearly half the older books are now in the new catalog.

The admirable card index to cases and briefs of the New York supreme court and the court of appeals is described under the head "law division," and other work under the head "publications."

**Printed titles.** This department has before it some serious problems. No item of expense so often troubles trustees as cost of cataloging. We have studied the subject with unusual care for many years and believe our catalog is being made as economically as possible consistently with the quality which the position of the library demands. Without doubt the catalog card of the near future will be written on machines or printed. We are conducting experiments and awaiting experience elsewhere, but are not quite ready to start the new system. The upright, uniform, disjoined library hand adopted by us gives the legibility without some of the difficulties of typewriting. When we abandon writing cards by hand it will probably be to print them from linotype blocks.

The state library is the natural center for issuing to the other libraries of the state printed titles of the best new books ready to drop immediately into the local card catalog. Of these the most important feature will be carefully prepared but very compact annotations. The American library association is at work on this problem through its publishing section and sub-



committees, and we think it so important to start the new system so that it shall not be necessary to change it later that we have delayed action.

Our new form of catalog drawers or trays adopted last year have been much admired and copied, and for large libraries promise to replace the common drawer of much less capacity. Our peculiar form of shelf list has also been widely copied and is known as the New York shelf list. Our geographic index to all places on which books will be found in the catalog has proved a valuable supplement to our general printed classification indexes.

**Reference use.** The growth in reference use, which has been from the first the great function of our library, is so remarkable that it is unfortunate that the exact figures can not be given. A turnstile or count recorded at the entrance would show on some days 1000 mere visitors, perhaps not one of whom used a book. We can only judge from the number of books replaced each day on the shelves, from increasing calls on librarians and assistants and from the number who are working at the shelves and using many books which they themselves replace, thus leaving no record. It has not seemed worth while to annoy readers by making them report the amount of their use for the sake of giving exact statistics. To those visiting the library daily the justice of the estimates of the reference staff is evident.

In 1890, statistics taken from time to time indicated a daily reference use of 150 volumes supplied to readers and as many more used at the shelves, or about 80,000 volumes a year. This use has steadily increased and is now estimated by the reference librarian to be at least three times as large, reaching probably 250,000 volumes yearly. The largest of the state libraries is therefore now fully justifying the money spent on it since its establishment in 1818.

We are still embarrassed from unfinished quarters. Our library elevator is not running and workmen make the rooms less attractive. By carpeting the stairs and the 300 feet of vista through which the crowds of visitors march in almost endless procession, noise is reduced to a minimum so that readers are little disturbed. As the library is known to be the most beautiful part

of the famous capitol, even the rights of readers to absolute quiet have not seemed sufficient to justify shutting the main rooms. While we lose some readers on this account, the great increase is evidence that the usefulness of the library is not seriously impaired, and it is fairly the part of a great library so magnificently housed to impress chance visitors with the dignity and importance of such collections. There must be a distinct though small educational value to many thousand visitors each year in seeing what intellectual riches New York state provides for its citizens and how nobly it has installed them, as if in recognition of their importance to the welfare of the commonwealth.

The library has been open for public use every day, Sundays excepted, from 8 a. m. till 6 p. m. whenever there has been light sufficient for reading and for guaranteeing proper protection to state property. From November 15 to January 15, there being no artificial light, it closed at 5 p. m. On March 7 electric light was furnished and till May 18, when the electric current was cut off for repairs to the plant, the library was open till 10 p. m., except Saturdays, when the engineers are off duty and there is no artificial light in the capitol after 5 p. m. So long as there was natural light, though nominally the library closed at 6 p. m., readers were allowed to remain and continue work till it became dark, and considerable numbers used this privilege.

During the year effort has been made to increase the usefulness of the library to educational institutions in the vicinity and to persons pursuing courses of study. Lists of books have been prepared, some with the aid of those interested, and books have been conveniently placed in the main reading-room, properly labeled, for the use of students, just as is done for university extension courses. This experiment has been so successful that at times there have been as many as seven collections in use at once, all on courses of serious study. This plan, while adding nothing to the labor of our attendants and perhaps even lessening it a trifle, seems to have decided educational advantages to students, since it gives them facility in consulting and comparing authorities which they could not get if forced to consult books through the intervention of a catalog.



The number of registered borrowers and books lent has also greatly increased, as the accompanying tables show, though by no means in proportion to growth in reference use.

**Reference lists.** The following blank is used to prepare for the bulletin board or press brief reading lists on timely topics. The best books, pamphlets and articles on subjects under discussion in the legislature, are duplicated on blanks and sent to those most interested, as well as posted in the library. Pressure of other work has forced us to use this admirable method much less than we hope to after completion of the building. Obviously lists thus made, often with help of experts outside the library, become of great practical value for future reference whenever any one may again wish to look up that subject. Reference is made to them in the subject catalog so that they shall not be forgotten.

[FORM]

For convenience of legislators and state officers the library issues a series of reference lists on topics of current interest. Books in constant demand are kept in the library for reference during all hours of opening. Others are lent under Rule 4, viz:

Members of the legislature, judges of the court of appeals, justices of the supreme court, heads of the several state departments, their deputies and clerks officially resident in Albany, donors to the library to the amount of one hundred dollars, all institutions of the University, such other libraries as may be approved by the library committee, and by the written permission of a regent, others having special claim on its facilities, may borrow books, **subject to recall if specially needed.** Books shall be lent only to registered borrowers, and delivered only on personal application or on a written order, by which full responsibility for books so delivered is assumed. No book shall be lent by a borrower.

### State library reference list

on

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**Evening use.** For the short time that the library was open evenings, the public used the opportunities offered more than we had reason to expect, considering that the plan had hardly time to advertise itself and work its way into favor. Evening readers were rather different in character from ordinary day users, being composed largely of those occupied during the day and so cut off

from library privileges. I append the number of readers for each evening that the library was open, in order to give every facility for studying this experiment, on which we entered with some hesitation. It is so contrary to tradition to have rooms in the capitol open evenings that many doubted whether any would come. So far the experiment has been more successful than we hoped, and when the opening becomes regular, the library elevator and entrances available, and the fact known, the use will doubtless abundantly justify the extra cost, though this is not as large as would be supposed. No extra heat is required, and we light not the entire 20 rooms but only enough tables in the center to accommodate the readers present. The other rooms are closed to the public and only one sixth of the day force is needed. Some of these evening users are citizens from a distance whose time is valuable and who by having five extra hours after public offices close can often get home a whole day earlier. Lawyers with important cases in the courts and legislators with important bills in hand find a great advantage in having the reference rooms so constantly available. We shall carefully observe and record the evening use after the completion of the building gives it fair trial.

NUMBER OF EVENING READERS MARCH 2—MAY 6, 1892

DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
March		7	33	7			15	7	16	12	9			19	15	25
April	12			13	22	16	15	10			24	19	14	15	8	
May		14	14	21	13	10										

DAY	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Total
March	22	6			10	10	10	18	11			14	14	30	14	324
April		17	23	28	5	10			20	13	13	20	18			335
May																72
																731

Daily average (48 days), 15.23



**Silence and decorum in reading rooms.** In every large library this is a serious problem. In ours it is doubly so. While some readers can work amid confusion others are totally unable to do so and justly complain bitterly of the management if their day's work is largely spoiled by the carelessness of others. So far as possible tables in the stacks or private reading rooms are given to readers needing a quiet place for study, our rooms having been planned specially for such cases. Our greatest embarrassment comes from careless visitors and officials, who being at leisure themselves forget that others are studying, and talk as freely in the library as in the corridors. Some readers insist that visitors should be shut out, but as the library is conceded to be the most beautiful part of the capitol, and as it is the property of the entire state, it seems necessary to continue the welcome we have always given even to visitors who wish merely to walk through its splendid vista from street to street. By heavy carpeting on this pathway of the sightseers and by courtesy of the orderlies, who speak only in the lowest tones and thus set an example to the visitors, the noise has been reduced perhaps three fourths. In the law division, rule 18 has been enforced to the great comfort of lawyers who have in past years been seriously disturbed by law students who carelessly discussed their cases audibly.

The difficulty is illustrated by cases where the librarian in charge has been bitterly censured by studious readers because he did not insist on greater quiet from careless visitors and state officials who ruined the room for study, and at the same time he was complained of by the careless because of the partial restraint which he had exercised. In this as in many other parts of our work I conclude that we are taking a safe middle course when we are criticized by extremists on both sides. Certainly every reasonable man will recognize that it is a duty, however unpleasant, of the librarian in charge politely to restrain any visitor from annoying the entire body of readers.

We shall make no serious effort to attain an ideal standard of quiet in the reading rooms till the workmen have left the building and we are free from the dirt and noise which are inevitable even with the most careful employees. The improvement in this respect however is gratifying. The greater quiet is doubtless partly due to the presence of many ladies, who more and more use

the library for study. In the past year we have had but one noticeable case of discipline. A law student annoyed by the entirely unjustifiable liberties of a fellow who seized him from behind threw an inkstand over his shoulder at the offender and spattered two or three shelves of books. He however promptly paid the expense of restoring their bindings, about \$30.

**Loans.** On page 24 of the last report I pointed out the significance of the comparatively few loans and the folly of comparing them with the totals of a circulating library. The exact statistics kept at the loan desk show a five fold gain from 1889 to 1890, another three fold gain in 1891, with a still further increase of 40 per cent in 1892, or a total gain in the four years of 1833 per cent.

Classified record of loans, 1892

CLASS	1891			1892			Half year	1892						Half year	Year
	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.		Apr.	May	June	July	Aug.	Sept.		
000.....	356	317	331	306	239	264	1813	290	137	183	133	100	80	923	2736
100.....	7	6	15	10	16	7	61	5	8	4	1	0	11	29	90
200.....	13	45	27	22	20	24	151	17	11	2	3	4	11	48	199
300.....	178	110	148	113	211	198	958	158	102	64	138	56	78	596	1554
400.....	11	9	8	13	16	11	68	17	7	10	4	5	2	45	113
500.....	33	24	36	22	17	26	158	37	24	24	11	18	13	127	285
600.....	11	10	13	12	20	19	85	23	20	25	15	4	15	102	187
700.....	16	12	28	21	14	24	115	14	14	14	6	4	5	57	172
800.....	130	115	150	190	192	165	942	176	122	138	102	98	141	777	1719
900.....	119	124	150	145	203	186	927	147	85	102	81	104	87	606	1533
Total	874	772	906	854	948	924	5278	884	530	566	494	393	443	3310	8588

Total for 1891	6176
Total for 1890	2120
Total for 1889	469

**Loans to institutions and special investigators.** Continued experience shows that we can safely lend books to libraries and institutions of the University throughout the state and to special scholars without materially injuring the state library for use in Albany. There is growing appreciation of the value of this service throughout the state, and our successful experience seems to justify its still wider extension.

In 1891 only 31 institutions availed themselves of the privilege. This year eight colleges, 14 libraries and 40 academies, or just double the number, were thus materially accommodated, receiving in all 256 volumes. In 1891, 50 special orders were



granted to students having special claims on our facilities. In 1892 there was a gain of 122 per cent, 122 orders being issued.

This work is in its infancy. Most of those who ought to benefit from these privileges have not yet learned that they are available. Students frequently express surprise and delight at the new system and regret that they had not learned of it earlier when they needed it so keenly. Just as the railway altered the character of higher education by making it easy to travel long distances to reach the best schools, so the cheap and prompt transportation afforded by modern mails and express and the ingenious devices of metal corners, corrugated paper and special boxes for protecting books from injury in transit will mark a new era in usefulness of libraries like our own.

#### PRESERVATION

**Binding.** The report this year from our continued experiment in binding our own books is most satisfactory. The principle of employing a cheap helper to work with a trained expert is applied there as in the regents' office and literary work of the library. In many cases a master mechanic with a good helper can do as good work and about as much of it as two master workmen. On this principle two apprentices have been added to the binding force, one to assist the sewer, the other to assist the forwarder and finisher. The result as shown by statistics is most gratifying. In estimating value of work we take the lowest and not the average prices that we are charged for similar work outside. Our figures are therefore very conservative.

On page 26-29 of the report for 1891 a full statement of the advantages of the new bindery were given, with note of the change in hours required. During the year the bindery has worked under this new schedule and has converted the loss of \$79.36 existing on November 1, 1892, to a profit of \$300.45. As the bindery started November 1, 1890, and the last report was for a full year to November 1, 1891, the accounts are given for the whole time as well as for the past 11 months, thus making the bindery year agree with the fiscal.

BINDERY ACCOUNT BY MONTHS, NOV. 1, 1891 — SEPT. 30, 1892

	Number of volumes bound	Value of new binding	Value of extra work	Total value
November .....	193	\$176 70	\$40 68	\$217 38
December .....	235	232 45	63 27	295 72
January .....	207	200 90	66 18	267 08
February ... ..	195	213 30	56 39	269 69
March .....	177	203 50	53 62	257 12
April .....	300	293 45	75 71	369 16
May .....	249	278 35	62 97	341 32
June .....	273	268 35	68 22	336 57
July .....	201	189 20	69 86	259 06
August* .....	146	188 55	45 31	233 86
September .....	193	189 30	60 18	249 48
Total .....	2,369	\$2434 05	\$662 39	\$3,096 44

\* Only two weeks' work.

BINDERY ACCOUNT BY SIZE AND STYLE NOV. 1, 1891—SEPT. 30, 1892

SIZE in cm.	½ GOAT		½ DUCK		CLOTH		½ LAW SHEEP		TOTAL	
	Vols.	Value	Vols.	Value	Vols.	Value	Vols.	Value	Vols.	Value
70	.....	.....	1	\$5 20	.....	.....	.....	.....	1	\$5 20
60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55	.....	.....	9	33 30	.....	.....	.....	.....	9	33 30
50	2	\$5 40	6	14 40	.....	.....	.....	.....	8	19 80
45	4	9 00	24	46 80	.....	.....	.....	.....	28	55 80
40	15	28 50	32	51 20	.....	.....	.....	.....	47	79 70
35	204	306 00	117	146 25	9	\$9 00	1	\$1 25	331	462 50
30	115	143 75	6	6 00	9	6 75	4	4 50	134	160 70
28.5	321	369 15	.....	.....	22	15 40	17	15 30	360	399 85
25	937	890 15	.....	.....	164	98 40	81	60 75	1182	1049 30
20	117	87 75	.....	.....	41	20 50	13	7 80	171	116 05
17.5	69	41 40	.....	.....	27	9 45	2	1 00	98	51 85
Total	1784	\$1881 10	195	\$303 15	272	\$159 50	118	\$90 30	2369	\$2434 05

Value of new binding .....	\$2434 05
Extra lines of lettering on newly bound books, 5390 a 3c....	161 70
New titles .....	115 " 10c... 11 50
New backs.....	80 " 40c... 32 00
Lines of gilding .....	10518 " 3c.... 315 54
Guards .....	601 " 1½c... 9 03
Plates on muslin .....	2 " 6c.... 12
Hours extra work.....	265 " 50c... 132 50
	<u>\$3096 44</u>



## BINDERY EXPENSES AND RETURNS, NOV. 1, 1891 — SEPT. 30, 1892

## Expenses

Total cost of stock.....	\$838 01
Less stock on hand.....	312 26
Net cost of stock.....	<u>\$525 75</u>
Wages .....	2075 00
Repairs to plant.....	17 87
20 per cent of cost for wear and interest.....	98 01
Total .....	<u><u>\$2716 63</u></u>

## Returns

New binding.....	\$2434 05
Extra work, etc....	662 39
Total .....	<u>\$3096 44</u>
	2716 63
Net gain for 11 mos .....	<u><u>\$379 81</u></u>

## BINDERY EXPENSES AND RETURNS, NOV. 1, 1890 — SEPT. 30, 1892

## Expenses

Total cost of stock.....	\$1328 46
Less stock on hand....	312 26
Net cost of stock.....	<u>\$1016 20</u>
Wages .....	4169 00
Repairs to plant .....	111 20
20 per cent of cost for wear and interest.....	98 01
Total expenses.....	<u><u>\$5394 31</u></u>

## Returns

New binding.....	\$4573 15
Extra work, etc.....	1121 71
Total returns .....	<u>\$5694 86</u>
“ expenses.....	5394 41
Net gain.....	<u><u>\$300 45</u></u>

Total cost of plant.....	\$490 05
Less 20 per cent charged off above.....	98 01
	<hr/>
Net cost of plant.....	\$392 04
	<hr/> <hr/>

This profit of \$300.45 shown as the result of a year and 11 months' work, is based on actual outlays and cash values received, liberal allowance, 20 per cent, being made for deterioration in plant and interest on investments; supervision and use of room are not counted, nor, on the other hand, are any of the indirect advantages to the library figured. On the other hand, some idea of the indirect pecuniary advantages derived from our bindery may be had from the fact that at present we are having a set of about 1500 volumes bound outside by contract at a rate 15 per cent less than we were ever able to obtain before our library bindery was started.

As a convenience to the library and its public the bindery is worth a very considerable sum. Books no longer have to be long withheld from use for rebinding, and periodicals and books issued in parts can be placed on our shelves for consultation at least a month sooner than when bound outside. Moreover there is no longer danger of loss or destruction in transportation or while stored in outside binderies.

As our figures are conservative, the bindery has clearly proved the wisdom and economy of its establishment.

**Building.** Substantial progress has been made during the year in the completion of quarters which will be more magnificent than those of any other large library. We have suffered patiently the same embarrassment as in previous years. For the past month work on the great library staircase, which the architects assert is the grandest ever built, has filled the main approach to the library with stones and workmen, so that entrance has been through a temporary door put in place of a window at the end of a dark alley. This must serve for a year or more while the splendid work is in progress.

**New shelving.** Statistics show that we have added this year 13,029 books and pamphlets, which have gone on our regular shelves and catalogs. When the 2534 that have come in to the duplicate collection, and the thousands of volumes of state pub-



lications are added, room for 25,000 volumes a year will plainly be a low estimate for the new shelving required. Other departments may from time to time reduce the number of publications on hand to make room for new ones, but it is the duty of the library to keep its books forever. Our annual additions alone will thus equal five town libraries of 5,000 volumes each, and only those who have studied this problem can appreciate how liberal must be the provision and how skilful the planning for so great an increase. We have planned the space not for the needs of a year or a decade, but of a century later. Each year we must build new shelving enough to hold at least 25,000 volumes, but we must find a place to put that shelving within our own territory. Our rooms are capable of holding 3,000,000 volumes, and competent judges say that no library in the country has shown greater skill in utilizing all available space in order to guard against the most serious difficulty that besets libraries in all parts of the world, that of being smothered in their own riches and crowded out of buildings which were thought to provide them permanent homes.

**Electric light.** It was determined a year ago to insulate more thoroughly all the electric light wires which had just been laid, in order to insure the greatest possible safety from fire. As a result the library was closed in the evening for over six months, but the new system is now in working order in most of the rooms. The lights are controlled at the entrance of each room and in the center from the reference librarian's desk, and also on each gallery and table by separate buttons. The tables are provided with electric student lamps adjustable in height and with green porcelain shades to afford the best possible protection to the eyes.

**Improvements.** The glass floors have been completed in the iron stacks, a new toilet room built in room 44, 20 new oak tables have been added, a window has been cut through the granite wall into the toilet room opening off the center, giving much needed light and ventilation ; a large locked closet for supplies has been built at the entrance to the director's room ; in room 31 the chandeliers have been lowered and the east and north walls have been covered with oak shelving with two galleries broad enough for reader's desks. These desks project 25 centimeters beyond the

rail, forming a series of curves, and by ingenious use of space we get 16 desks on the galleries and thus double the capacity of the room. A door filled with clear glass has been cut from the center through to room 36, making a needed connection on the first level above the main floor and carrying out the policy of opening long vistas, which, beside adding to the attractiveness, are of great practical value in bringing several rooms under direct supervision of one person. The 40 speaking tubes which run from the loan desk in the center to the various University rooms have been inclosed with a beautifully carved oak and glass closet so that readers are no longer, disturbed when the telephone, tubes and bells are in use, as they are almost constantly.

**Card catalog drawers.** The remaining space on the east wall has been covered with pockets and drawers for the new card catalog. These were designed specially for the state library and will accommodate in the given space five times as many cards as ordinary drawers. This case has a capacity of 600,000 cards, and when this is occupied, as it probably will be in about 20 years, a similar case will replace the shelves on the north side of the entrance furnishing accommodations for over 2,000,000 cards.

**Electric clocks.** We have this year put in a system of electric clocks, connecting 15 large dials in the rooms where they are most needed with the fine regulator already owned by the library and famous as one of the best time keepers in the city. Accurate time is now promised, agreeing in every room absolutely with the standard clock.

**Ladies room.** A novel feature in the equipment of a library is the small room cut off from the coat room 34a, exclusively for the use of ladies. Opening out of it are the ladies' coat and toilet rooms, while in it are ample provisions for cases for umbrellas, rubbers and personal packages. There is also provided a couch, suggested by two or three cases of fainting on the part of ladies while in the library; a small family medicine chest containing a dozen things most likely to be needed, and to complete the equipment, a workbasket with a score of little conveniences which a woman oftenest wants.

These details are mentioned to illustrate the spirit of the library, which is to try to make it attractive and convenient for



readers, so that students shall find themselves able to accomplish more work in a given time than in any other place. At the new loan desk will be found time tables, telegraph-tariff books, long distance telephone, messenger call, postage stamps, ordinary stationery, and, chiefly, a polite attendant specially trained to answer the thousand and one questions which are likely to come from a library full of readers representing every class of people.

#### LIBRARY SCHOOL

Again we can report the best year in the history of what is no longer an experiment but an institution with a position recognized by the leading libraries both at home and abroad. The school has so grown in popular estimation that we have been compelled every year to raise our standards for admission in order to keep the number of students within manageable limits. This year we were forced to omit the fall entrance examination entirely and to reject candidates who in previous years would have been admitted. Still higher requirements have been announced so that the school may limit itself to advanced work which can not be so well done elsewhere. Last year attention was called to the library training class at Pratt institute in Brooklyn, conducted by one of the early graduates of the school. This year a similar class has been opened by the Drexel institute in Philadelphia, where Miss Alice B. Kroeger of the class of 1891 and Miss Bessie R. Macky of the class of 1892, are librarian and assistant. In Los Angeles, Cal., there is a class which follows the general methods of the school. It seems to the faculty wisest that this system of branch schools or of classes more or less closely affiliated to the original school should care for the increasing numbers who wish instruction, and for whom we have not room without danger of inconveniencing readers. While no such criticism has been made, it has been our policy to guard against it by keeping the school strictly within the limits originally planned.

On page 34-35 of the last report attention was called to the fact that the school is supported without appropriation from the state. To the acknowledgments there made for cooperation, gifts and services, should be added thanks to the many publishers and others who have made unusual concessions to the















students in appreciation of the importance of their work and the fact that the school had neither endowment nor state appropriation. Some publishers have given copies of needed books outright, some have furnished them at special rates, often below the lowest wholesale terms. The labor and cost of caring for the supplies and keeping the accounts is borne by the students themselves, who thus get the full benefits of cooperation. This enables them to buy at wholesale and to have various technical articles made which could otherwise be obtained only at the cost of much time and labor. The school is specially indebted to the Library Bureau of Boston, which for 16 years has been the cooperative supply department for the American Library Association. It has given much to the students outright, much else at less than prices to dealers, and the rest at lowest wholesale price, thus enabling them to save a considerable sum each year. This is the more worthy of acknowledgement since the state library and regents' office buy none of their supplies from the Bureau because of the director's former active and present nominal official connection with it.

As having greater value to the regents and to the legislature than my own report I refer to that of the committee of the American Library Association, which annually appoints three disinterested experts to visit the school, study its workings and give to the profession their frank and unbiased opinion.

Their reports will be found in the Library journal for August 1892, p. 31-34. The following extracts are made, one from each of the three reports:

"The missionary spirit of the school has evidently not died out, for the students have undertaken the support of a very praiseworthy enterprise in a "home library," perhaps the first of a number.

"As a finish to my visit I was taken through the rooms at the top of the capitol building which are to be devoted to the use of the Library school, and having seen these, with their magnificent outlook on all sides, I felt more than ever that the first class ought to go back and take their course over again. Each year shows an advance on the year before as the best of the old features become established and new and desirable ones are added."

"1 The managers of the school are improving it, as experience teaches them where improvements are feasible.



"2 The standard to which applicants must attain is made higher from year to year.

"3 There seems to be a successful attempt to give a broader range to the interests of the pupils.

"4 The broadening of the course of study so that it is not confined so closely to mechanical methods as it was at the beginning is also commendable."

"The standard of library spirit and enthusiasm is, I feel sure, as high as ever, and the intellectual grade that of a picked body capable of post-graduate work. Their degrees show this, as they are only conferred for higher work than is done in a large per cent of the incorporated schools of the state."

**Graduates and students.** The closing exercises of the Library school for the year 1891-92 were held in the state library July 5, preceding the session of the New York library association. An address by Regent William Croswell Doane followed an address by the director of the school. Bishop Doane, in behalf of Chancellor George William Curtis whose serious illness caused his absence for the first time, conferred the following degrees and diplomas: —

Degree of B. L. S.: William Reed Eastman, M. A. (Yale).

Elizabeth Louisa Foote, B. A. (Syracuse).

Mary Letitia Jones, B. L. (University of Nebraska).

Bessie Rutherford Macky, B. A. (Wellesley).

Katharine Lucinda Sharp, Ph. M. (Northwestern).

Diploma with honor: Mary Louise Davis.

Diplomas: Mary Ellis, Mary Esther Robbins.

Every member of the class is now engaged in library work as follows:

Mary Louise Davis, librarian Lawson McGhee library, Knoxville, Tenn.

William Reed Eastman, public libraries inspector, N. Y. state library.

Mary Ellis, cataloger, Crandall free library, Glens Falls, N. Y.

Elizabeth Louisa Foote, cataloger, Central library, Rochester, N. Y.

Mary Letitia Jones, ass't librarian, University of Nebraska, Lincoln, Neb.

Bessie Rutherford Macky, ass't librarian, Drexel institute, Philadelphia, Pa.

Mary Esther Robbins, ass't librarian, New Britain (Ct.) institute.

Katharine Lucinda Sharp, classifier and cataloger, Xenia (Ohio) library association, Aug.-Oct. 1892; assistant in charge of Comparative exhibit to be made by the Library school for the American Library association at World's Columbian Exposition, Dec. 1.

Not only is every graduate already in a good position but of the 23 students entering Oct. 1891, nine are already engaged in library work at the end of the first half of the course. Miss Mary B. Lindsay and Miss Rose E. Reynolds have returned to the Peoria (Ill.) public library. Miss Mary Payne has returned to the Nashville (Tenn.) university library and Miss May F. Smith to the Colgate university library, Hamilton, N. Y. Miss Bessie Baker and Miss Nellie M. Hulbert are employed by the U. S. Bureau of Education in cataloging the A. L. A. library for the world's fair. Miss Alice M. Marshall is librarian of Perkins institute for the blind, South Boston, Mass. Miss Alma R. Van Hoevenberg is librarian of the South Orange (N. J.) free library. Dr James M. Wilson is on the staff of the Newberry library, Chicago.

The fall term opened Wednesday, Oct. 5, with the following students:

### Seniors

Jenny Lind Christman, B. S., Iowa state college, 1883, Albany, N. Y.

Henrietta Church,\* Albany, N. Y.

Don Linnæus Clark, University of Nebraska, 1880-83, Woodville, Neb.

Walter Greenwood Forsyth, B. A., Harvard university, 1888, Providence, R. I.

Joseph LaRoy Harrison, Cornell, 1882-85; University of Heidelberg, 1890; North Adams, Mass.

Mary Elizabeth Hawley, Syracuse, N. Y.

Josephine Adams Rathbone, Wellesley, 1882-83; University of Michigan, 1890, Ann Arbor, Mich.

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\* Dropped school work Nov. 15, to assist in cataloging A. L. A. library for world's fair.



Helen Ware Rice, Worcester, Mass.

Helen Griswold Sheldon, B. A., Vassar, 1891, Poughkeepsie, N. Y.

Mary Louisa Sutliff, Bath-on-the-Hudson, N. Y.

### Juniors

Elizabeth H. Beebe,\* Cornell university, 1 year, Westfield, N. J.

May Louise Bennett, B. A., Northwestern university, 1891, Evanston, Ill.

Edna Dean Bullock, B. L., University of Nebraska, 1889, Lincoln, Neb.

Leonard J. Dean, B. A., Colgate university, 1871; M. A., 1874; Newton theological institution, 1871-74, Little Falls, N. Y.

Annie De Long, Glens Falls, N. Y.

Herbert Williams Denio, B. A., Middlebury college, 1888; M. A., 1891, Port Henry, N. Y.

Elizabeth Tisdale Ellis, Peoria public library, 1891-92, Peoria, Ill.

Irene Gibson, Detroit public library, 1887-91, Detroit, Mich.

Hiram North Ernest Gleason, University of Michigan, 1887-91, Sherman, N. Y.

Clara Sikes Hawes, Freeport, Ill.

Harriet E. Ludington, Albany, N. Y.

Nellie McCreary, Swarthmore college, 1891-92, Utica, N. Y.

John Grant Moulton, B. A., Harvard university, 1892, Jamaica Plain, Mass.

Willis Fuller Sewall, B. A., Tufts college, 1890, Livermore Falls, Me.

Helen Sperry, Silas Bronson library, 1883-92, Waterbury, Conn.

Daniel Oswald Vandersluis, B. A., University of Michigan, 1890, Grand Rapids, Mich.

### PUBLIC LIBRARIES DEPARTMENT

From my acceptance of office I have given special attention to the claims of public library interests in this state. Increasing calls led two years ago to printing the following which has been sent to all inquirers with such written supplement as each case required.

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\* Left the school during the first month on account of ill health.

## [CIRCULAR]

In response to frequent letters from librarians and others interested in improving their library facilities, the following notes are printed:

1 It is of the first importance that the person making these inquiries should be familiar with recent library work and ideas, or the advice given will be only partially understood or appreciated. We are glad to send circulars and pamphlets giving these general ideas briefly, but these should be carefully read before undertaking any definite plans or asking many questions.

2 When it is really determined to found a new library or to make an old one more efficient, the first step is to educate the community as to the great practical value of the modern library and to make them understand how much more it means than the library of a generation ago. To this end the local papers should be supplied with short articles and notes which will stimulate public interest, so that when the second step is taken and the right speaker can be secured for a public address which shall kindle interest and enthusiasm, you can be sure of a good audience. After this the press must be constantly utilized to keep before the public the results of similar efforts in other places till the community is convinced beyond doubt that the new library will be not only a good and pleasant, but as profitable a thing as good school houses, which even land speculators with no interest in education for its own sake find it wise financial policy to build and support liberally, because it increases the value of their real estate by far more than the cost.

The teachers and clergy must also be specially interested so that in week day lectures, in literary clubs and in all proper places the idea will be presented in its manifold lights.

3 With such a beginning it will not be difficult in any intelligent community to get the necessary votes and an appropriation for a creditable beginning. Then it must be remembered that without thorough knowledge of the subject, no community or board of trustees ever appreciates the labor and necessary cost of proper preparation for the work. They must be taught first by submitting the theory and then proving it by practical results in other towns, that everything depends on the adoption of right methods, and that \$5000 handled in the wisest way will do a great deal more good than \$10,000 as it is often expended.

The spirit of the present administration of the state library is seen in the following resolutions unanimously adopted by the regents:

"That the secretary be authorized, on application from any school, library or museum which either is or applies to become a member of



the University, to detail one of the staff to visit and give needed advice and assistance in starting or reorganizing the same, provided that the necessary traveling and hotel expenses shall be borne by the institution asking the service."

"That a series of Library bulletins similar to the Regents' and Museum bulletins be printed to contain the records of additions to the state library, bibliographical and other matter which it is most important to circulate in advancing the library interests of the state of New York."

Proper advice at the beginning saves serious mistakes and often, also, very unwise expenditures.

4 As soon as our work can be reorganized and the state library itself freed from the mechanics who are completing the rooms, we plan not only to issue at frequent intervals bulletins with lists of books and any other matter found to be needed by any considerable number of libraries, but also to give advice and answer questions so far as is in the power of the library staff.

Our friends must remember, however, that the whole force in the regents' office and library is at present overworked in completing our organization and getting settled in our new quarters, and that many of these things for which we have definite plans will take considerable time to set in full operation. Meanwhile we shall be only too glad to do all we can for any community interested in improving its library. But in order that we may have time for the most essential matters, we can not undertake to write individuals letters answering exactly the questions that are more fully and carefully answered in print, if inquirers would take the time to read it. We will, however, make time on our busiest days to help any New Yorker who has shown his real interest in the subject by reading what is already available in print, and by placing himself in touch with other library workers in the state.

Melvil Dewey, *Director*

The Library school has from the first done much admirable work in encouraging and helping public libraries in New York but the time has come when a distinct organization of this work is imperative if we are to do our full duty to the state. The new library legislation has made this doubly necessary and has also made it possible. A library inspector has already been appointed to give his whole time to the interests of public libraries throughout the state. In the last report we began a series of condensed reports from New York libraries which will be continued each year hereafter. We must now approve books for buying, circulation and for subsidies, prepare annotated lists of the best read-

ing, lend traveling libraries to communities either not yet strong or interested enough to tax themselves for a local library, and in various ways stimulate public interest in this essential part of general education.

This new and important department really begins its work with the coming year so that I have to report simply the legislation and preliminary plans. We expect to make only a beginning in the first year for the new plan differs so radically from the old that it will be two or three years before most of the communities will understand or appreciate it enough to secure the formal vote for establishing the needed library. We esteem it better to give ample time for a slow healthy growth of public interest rather than to attempt to show earlier results by a forcing process from which there might be a reaction.

In response to urgent demand the three following circulars, setting forth the present state of the work, have just been printed for distribution.

[CIRCULAR I]

**New library laws**

The legislature of 1892 passed three laws pertaining to libraries, all of great public interest and importance.

**1 A general library law.** Sections 35-51 of the University law, ch. 378, signed April 27, give New York the distinction of having the best laws of any state in the Union for establishing and maintaining free public libraries. This law was drafted with great care after comparing the laws of all the other states and taking the suggestions of numerous library associations and clubs who discussed its provisions point by point.

**2 Authorizing library trusts.** Ch. 516, signed May 12, provides with great care against such calamities as the loss of the Tilden library bequest. It authorizes the creation of trusts and provides in a score of ways that when a public spirited citizen shall undertake to give his wealth for the benefit of his fellows it shall not be lost on some legal technicality.

**3 School library law.** Ch. 573, signed May 14. In 1838 New York started a system of district public libraries which gave great promise of usefulness. 17 other states copied the plan, but for lack of proper supervision and central administration it has proved largely



a failure. The state has spent about \$3,000,000 on this plan, and instead of the best makes one of the poorest showings among the prominent states. The new law entirely does away with the abuses and faults of the old system. The district libraries were never intended to be school libraries, but were for the public and were administered by the school authorities merely as a matter of convenience. This has resulted in much confusion in the public mind, many people thinking of them as school libraries. The new law transfers the supervision of all public libraries to the regents of the University, to be carried on in connection with the state library. It leaves the old appropriation of \$55,000 a year with the department of public instruction to be used for libraries of a new type which shall be part of the school equipment kept in the building and shall be strictly school libraries.

The following summary will be useful in preventing confusion of the various departments, funds, and kinds of libraries:

**Departments.** The state has two departments with which libraries are connected, the University of the state and the department of public instruction.

**Funds.** There are three state funds from which aid is granted to libraries:

- 1 The annual appropriation of \$55,000 for school libraries administered by the superintendent of public instruction.

- 2 A part of the academic fund of \$106,000 which the regents annually apportion for the benefit of academies.

- 3 The public library money (this year \$25,000) to be apportioned by the regents for the benefit of free libraries.

**Kinds of libraries.** There are six distinct types of libraries which receive money from one or more of these funds:

- 1 **School libraries.** Consisting of pedagogic and reference books for use of teachers and pupils of the public schools; not to be used by the public, as the law makes them a part of the school equipment.

- 2 **Academy libraries.** Owned and administered by any academy in the university. There are at present no ordinances limiting their use or the character of books, except that the books bought must be approved by the regents' office.

- 3 **District libraries.** The old school district libraries turned over to trustees and thereafter entirely independent of the school authorities and designed to circulate books among the general public.

**4 Public libraries proper.** Established by vote or by the proper local authorities, and owned, controlled and supported by the public.

**5 Joint libraries.** Maintained jointly by two or more districts, villages, towns or other bodies, each of which might legally maintain a library independently.

**6 Subsidized libraries.** Not owned or controlled by the public, but maintained for its welfare and free use. Under the new law these may receive assistance if the tax payers so vote.

With two supervisory departments, three state funds and six kinds of libraries, there will be more or less confusion in the minds of people interested as to their duties and privileges. The notes below are made after a careful study of the laws, and it is hoped will be helpful.

1 The school libraries and the school library fund of \$55,000 a year are wholly under the direction of the state superintendent of public instruction. The state library and regents' office have nothing whatever to do with the school libraries or the school library fund. 'The academic fund and the public library money, with the other four kinds of libraries, district, public, joint and subsidized, are all under the supervision of the regents and are related to the state library as a department of the University of the State of New York, and the department of public instruction has nothing whatever to do with them. All library correspondence and inquiries except that pertaining to the school library and school library money, should therefore be addressed to the state library.

The school library money is apportioned to cities, union school districts and school districts. Academic departments of union schools and high schools supported by public taxation as a part of the public school system, may properly claim a part of this money, but private and endowed academies and other schools have no claim whatever on it.

2 The money apportioned for books from the academic fund of \$106,000 can be drawn by any academy, high school or academic department of a union school which is admitted to the University, and can be spent only for books approved by the regents' office. Neither district, public, joint nor subsidized libraries have any share in this apportionment unless the academy shall have transferred its library and its right to the apportionment to a public library by permission of the regents, as provided in § 45 of the University law.



3 The public library money can not be used for the school libraries nor for the academy libraries, unless the latter should be open to the free use of the general public. The public library money will be apportioned by the regents as they shall think most useful in supplying free public libraries to the people of the state. Only books approved by the regents can be bought with it. The locality must raise an equal amount from taxation or other local sources, and the books paid for by the state are subject to return to the regents to be used for the benefit of the public whenever the library neglects or refuses to conform to ordinances under which it secured them. This money becomes available October 1, 1892, and to any community starting a public library the regents will probably apportion not to exceed \$100 for the first year; i. e., the local authorities may receive \$100 from the state if they raise that or a greater amount for themselves.

The main benefit to be derived from the state aid will be through the traveling libraries or loans. To any public library duly chartered by the regents and conforming to certain simple ordinances, will be loaned select collections of recent desirable books, about 100 volumes in each, to be retained not exceeding six months, without charge beyond a nominal fee of \$5 to cover cost of transportation both ways, suitable cases, printed catalogs and necessary blanks and records. These traveling libraries may also be secured by communities that are trying to establish a public library but have not yet got it in operation.

### Public library law

The full text of the law can be had on application to the regents' office. Some of its important features are as follows. All provisions apply equally to reference and circulating libraries, reading rooms, museums, or any combination of these institutions. The establishment of a library is made comparatively easy. 40 years' experience in New Hampshire and Massachusetts, the first states to adopt library laws, has shown that there is no danger whatever in giving full local option and allowing each community to vote whatever tax it is willing to pay for this purpose. Most limitations have been found needless, as no community has been found willing to tax itself unreasonably. If the city common council or village trustees decline to establish or maintain a library, any 25 taxpayers may on petition require a vote at the next election. The library may be with or without branches, and may be maintained independently by any city, village, town, district, or other body authorized to levy taxes, or may be established and maintained jointly with any other body

authorized to maintain a library. This enables adjoining districts, villages or towns to combine in the support of a single library when neither could afford the entire expense, or enables the public to join with any associations or other body having a library, thus uniting the interests and getting better results than would be possible without the joint action here authorized.

Public money may be voted to libraries not owned by the public but maintained for its welfare and free use. This law has been working successfully for several years in New York; e. g. in New York city the four free circulating libraries have all been built and equipped by gifts from generous citizens. They are doing exactly the work of a public library, being as free to all the inhabitants as if they had been founded and supported wholly by the taxpayers. Thus if an endowed library is willing to open its doors and perform the functions of a public library, the authorities may if they see fit contribute towards its support just as a city may pay a definite sum each year to a private water corporation for the privilege of attaching fire hydrants to all the water mains; such a course being obviously much cheaper for the public than to lay new mains for public use. If the subsidy is granted on the basis of circulation, it must not exceed 10 cents for each volume of circulation certified by the regents' library inspector as deserving a grant of public money. If the subsidy is granted for a reading room or reference library, it is left to the locality to determine how much it is willing to give.

Taxes in addition to those otherwise authorized may be voted and are annual till changed by later vote. While the city council or village trustees may vote to establish a library, the appointment of the library trustees who will manage its affairs must be made by the local voters, except in cities, where the mayor appoints with the consent of the common council, but the law requires that the appointees shall be citizens of recognized fitness for such position. The trustee must promptly apply to the regents for incorporation with a charter in accordance with the vote establishing the library. When this is granted they have all the powers of trustees of colleges and academies as set forth in the 10 sub sections of § 34 of the University law. Some new features in these powers and duties are that a trustee failing to attend three consecutive meetings without written excuse accepted not later than a third meeting, is deemed to have resigned, and the law requires the vacancy to be filled. The regents can authorize such trustees to hold property beyond the charter limit, so that if a library as a residuary legatee should discover that its property exceeded the amount autho-



rized in the charter, it may within one year get from the regents full authority for receiving the additional funds. No trustee can receive compensation as such, and any ordinance or rule by which more than a majority vote is required for any specified action can be amended, suspended or repealed only by a similar vote.

All libraries receiving state aid or exemption from taxation must make a brief report each year to the state library, which includes a summary of all such reports with its own annual report to the legislature. The trustees, if they think expedient, may extend the privileges of the library to persons living outside the locality. Intentional injury or willful detention of library property is made punishable by imprisonment or heavy fine.

On approval of the regents, any corporation, association, school district or combination of districts, may transfer its library to any public library in the University, and with it the right to receive any money, books or other property from the state or other sources. If it is believed that the purposes of the library can be better accomplished by combining it with another library, it is manifestly unfair that money or books which were designed for the benefit of that community should be lost to it because it has taken the most efficient and economical method of supplying its inhabitants with the best reading. Under this section (§ 45) many boards of trustees will find it advisable to merge their libraries with others, thus getting better results for the public from the same expenditure.

In cases of local neglect to provide for the safety and public usefulness of the books, the right to state grants is forfeited and, after 60 days' notice from the regents without the needed action being taken, the library property may be put in the hands of new trustees or otherwise used as the regents shall think best for public interests. Definite authority is given to the regents to lend (from the state library, the duplicate department, or from books specially bought) traveling libraries, which will carry at frequent intervals 100 choicely selected volumes to the public libraries of the state and to communities about to establish them. The regents are authorized to give, on request, instruction on organizing or administering a library either through the state library staff or otherwise, and to aid localities by selecting or buying books and arranging exchanges and loans.

Finally, while the establishment of a library is made easy, its abolition is made difficult, as it requires a majority vote ratified by a second majority vote at the next annual election, thus making hasty or ill-considered action impossible. (If a library is abolished, its property must

be used first to turn over for the benefit of other public libraries in that locality as much as it has received in gifts for public use.) It is made impossible for a community which has received gifts for a library to reduce its own taxes by voting to sell the library. No library can be lawfully abolished till the regents grant a certificate that its assets have been properly distributed in the interests of the public.

### School library law

The \$55,000 a year first voted in 1838 as public library money to be distributed by districts through the state, is made by the new law school library money, to be apportioned by the state superintendent of public instruction, who makes all needed rules. It can be spent only for approved books, which must be reference or pedagogic books, or suitable supplementary reading for children, or books relating to branches of study pursued in the school. The locality must raise an equal amount. The library must be kept in the school building at all times, but teachers and school officers or pupils may, if the state superintendent allows, borrow one volume at a time for not more than two weeks. A teacher must be made librarian. While the old laws were repealed, the former rules hold good so far as they apply till they are changed by the state superintendent. Each city and school district in the state is authorized to raise money by tax for a school library as it may do for a school.

Any of the old district libraries may be given to any free public library under state supervision, or to aid in starting such a library if it is free to all the people of the district. This will encourage and make practicable the establishment of public libraries throughout the state by the union of two or more district libraries. The old unit was so small that successful administration was impossible. It is expected that most districts will welcome an opportunity to contribute their library toward a central library for a town or a considerable section of a town, as by such a union of forces all will get much more for the money expended.

District libraries which have been practically abandoned by the authorities may, by permission of the regents, be taken by a public library for the use of that locality. In thousands of districts the libraries on which the state spend a part of the \$3,000,000 used since 1838 have fallen into disuse and finally have ceased to be remembered as public property. The books are scattered in private bookcases and attics and exert a demoralizing influence because their marks show that property belonging to the public is in private hands. It is made a misdemeanor for any person wilfully to neglect or refuse to deliver any



books of this kind to the legally appointed librarian who is authorized to collect them.

At the request of the state superintendent, the law includes a provision that the public shall not be entitled to use any library now or hereafter in custody of the school authorities. It was felt that only confusion and a repetition of the old mistakes would result from any attempt to have a public circulating library conducted by public school officials. The school officers are under the direction of the state superintendent and make all their reports to him. The circulating libraries by the new law are related to the state library and are under the direction of the regents. A sharp line is therefore drawn between the two kinds of libraries. The school libraries are a part of the equipment and under the entire control of the local school authorities, but they are not allowed to circulate the school library books or make the school library in any sense a public library. This however does not mean that the many district libraries which were from the first intended to be public libraries, and have been so maintained, must hereafter change their character. The same section authorizes the school authorities to appoint three library trustees (who have all powers, duties and responsibilities of trustees of public libraries incorporated by the regents) and to transfer to them, for the purposes of a circulating library, any of their library property, as provided in § 5. The present circulating district libraries will thus continue their good work, but the school authorities must appoint a separate board of library trustees. The new board will receive a charter from the regents and become thereafter a public library entirely independent of the school authorities and entitled to various rights and privileges and to a share in the public library money. The school authorities may retain any pedagogic or reference books specially adapted for the technical school library, turning over to the new trustees such books as are adapted to a public circulating library.

This transfer of the old district libraries, so far as they have life enough to be of any service to the public, one by one to public libraries by action of the local school authorities, is the most important work to be done under the new law.

To insure observance of the new law, the state superintendent is to withhold the public school money from any city or district which uses school library money for anything except books approved by the state superintendent, or that violates any rules regarding the school libraries.

The result of the new law is to establish the new school libraries as a part of the schoolroom apparatus, and to consolidate the little district libraries into practical working public libraries. Instead of the state's paying the whole expense, the locality benefited must raise as much money as it asks from the state, and the provisions for supervision and reports are such that infinitely better results are assured than were secured under the old system. Suitable blanks are in preparation for taking action under the new laws, and when the new appropriation goes into effect on October 1, the regents' office will be ready to give its active assistance to any community desiring to improve its library facilities. In the meantime one of the state library staff, Mr W. R. Eastman, has been assigned to this special work, and will be glad to give information either personally or by correspondence to any one interested in the public library movement of the state of New York, which promises to do more in the coming academic year than in a whole generation before.

[CIRCULAR 2]

**How to obtain a share of the public library money**

1 The trustees of any free public library under visitation of the regents and having subject to their order any money raised from taxation or other local sources for buying books may receive from the public library money an equal amount not to exceed \$200 for the first year of the library's establishment, or \$100 for a succeeding year; the entire amount to be spent for books approved by the regents.

2 Any such library may also have the use of a traveling library not more than six months for general circulation. Several lists of about 100 volumes each will be furnished, from which one list may be selected and the books obtained in accordance with the regents' rules. These require a satisfactory guarantee and a fee of \$5 in each case to cover a part of the cost of suitable cases, printed catalogs, necessary blanks and records and transportation both ways. This traveling library may be exchanged for another on the same terms and these exchanges may continue as long as the regents' rules are observed.

3 Free public libraries under visitation of the regents include all libraries incorporated by the regents, all libraries which have been admitted to the University, and all libraries connected with colleges, academies or other institutions in the University, provided that they are open to the public, without charge, for either reference or circulation.

Any other free public library in the state wishing to have these



privileges may apply for a regents' charter or admission to the University.

In order to secure such admission the trustees must formally apply for it to the regents. The regents' library inspector will then personally examine the library and its work and, if he reports that the library in its administration and character of books is worthy of state aid, loans of traveling libraries and other privileges granted to accredited institutions, the regents usually grant the request. This involves no expense, but every library admitted must make annually a brief sworn report of its conditions and operations and must be open to official inspection by the regents or their officers whenever they may think it desirable to satisfy themselves that the library is maintaining the required standard.

4 If in any community the people are not yet ready to establish such a library, 25 resident taxpayers may obtain the use of a traveling library as provided in rule 2 for such libraries.

Since the appropriation for the fiscal year beginning October 1, 1892, is only \$25,000 for the entire state, it is obvious that applications must be considered in the order of their reception, and prompt action may be necessary to avoid disappointment. Those interested, if they wish to make an effort this year, should send as early as practicable for the official application blanks.

Inquiries for information or advice will be promptly answered if directed to Public libraries department, State Library, Albany, N. Y.

MELVIL DEWEY, *Director*

[CIRCULAR 3]

Traveling libraries

**Loans of books from the state.** Under such rules as the regents may prescribe, they may lend from the state library, duplicate department, or from books specially given or bought for this purpose, selections of books for a limited time to any public library in this state under visitation of the regents, or to any community not yet having established such library, but which has conformed to the conditions required for such loans. (*Laws of 1892, ch. 378, § 47.*)

Under this authority traveling libraries of about 100 volumes each will be lent in accordance with the following rules.

## Rules

1 On satisfactory guarantee that all regents' rules will be complied with, a traveling library may be lent for a period not exceeding six months to any public library under visitation of the regents.

This includes all libraries incorporated by the regents, all libraries which have been admitted to the University, and all libraries connected with colleges, academies or other institutions in the University, provided that they are open to the public, without charge, for either reference or circulation.

2 Under like conditions a traveling library may be lent to a community not yet having such a public library, on application of 25 resident taxpayers; provided that the applicants also agree that a petition shall be made for a popular vote to be taken within two years in their city, town, village or district on the question of establishing a free public library as provided in laws of 1892, ch. 378, § 36. The applicants shall specify one of their number, who must be a responsible owner of real estate, to act as trustee of said library and be personally responsible for any loss or injury beyond reasonable wear. This trustee shall designate a suitable person to be librarian.

3 A fee of \$5 shall be paid in advance to cover cost of suitable cases, printed catalogs, necessary blanks and records and transportation both ways.

4 Such precaution shall be taken in packing as to guard effectively against injury in transportation.

5 Notes, corrections of the press, or marks of any kind on books belonging to the library are unconditionally forbidden. Borrowing trustees will be held responsible for all losses or injuries beyond reasonable wear, however caused.

6 The traveling library shall not be kept longer than six months after its reception.

7 The librarian shall care for the books while under his control and circulate them in accordance with the regents' rules, and shall make such reports respecting their use as the regents may require.

8 For wilful violation of any library rule the director of the state library may suspend the privilege of state loans till the case is considered by the regents' committee.

**Selection of books.** In our new system of traveling libraries and of supplying selected books to encourage the formation and support of public libraries as authorized by laws of 1892, one of the most serious problems which we have to face is that of the selection of books. The old system started by New York in 1838,



and copied by 17 other states, broke down chiefly from lack of supervision in selection. Careful study led us to adopt the following principle :

Furnish either in the traveling libraries or in the selections sent to public libraries for permanent use, the best reading matter available for the amount of money spent. In carrying out this principle, all influence from authors, publishers or dealers must of course be ignored and only the book and its cost considered. At first it sounds plausible to say, select the very best book regardless of cost, but in most cases there is no absolutely best book. If we are to send 100 volumes to a village, probably the best selection that any expert could make could be equaled by another 100 volumes selected by other experts. While we aim to select the 100 best books for that time and place, we shall succeed only in sending 100 of the best, not only shutting out all bad or weak books but maintaining the highest standard in those chosen. If two books are pronounced by experts of equal value for our use, and one is supplied at half the cost of the other, it is clearly our duty to use the state's money where it will produce the best result. We would not send a second rate book in place of a better one because it was cheaper, but in choosing ordinary books of real literary merit we should consider the price.

Cheapness is not determined simply by discounts. Certain books are given a fictitious retail price in order to allow large discounts. Others are published at small discounts, or even at net prices. We therefor consider

- 1 The literary character of the book, and, if there be more than one edition, which is most desirable for our work;

- 2 Paper, type and binding. We have no right to send out books that will endanger eyes by too fine type or bad printing, or that because of poor paper or flimsy binding are really costly from lack of durability.

Having considered literary and physical qualities, final choice is then largely dependent on the price at which it can be secured.

#### DUPLICATE DEPARTMENT

After much persistence we succeeded in getting the 100,000 duplicates which were being ruined in the hot air chamber of the basement of the capitol moved to the fifth story, but not till this fall have we succeeded in starting shelving on which to arrange

them. I am glad to report that the southwest pavilion, room no. 51, is being fitted up with iron shelving, so that within the next year we shall be at last able to unbox these books and begin the duplicate department, the great usefulness of which is already assured. The shelving now ordered will hold some 70,000 volumes. The entire room if filled would hold about 200,000. The plan of exchange adopted has been published and has met the warmest commendation on all sides as being the only satisfactory solution of one of the most difficult problems connected with library administration.

**Exchanges.** The following volumes and pamphlets were sent from the library under the system of exchange to the states and territories and to various institutions in this and other countries :

	1891	1892
Court of appeals reports . . . . .	264	308
Supreme court reports . . . . .	126	210
Session laws . . . . .	163	140
Legislative journals and doc's . . . . .	1704	2312
Legislative manual . . . . .	....	44
State library reports . . . . .	....	301
State library bulletins . . . . .	335	1636
State museum reports . . . . .	207	212
State museum bulletins . . . . .	584	1675
U. S. N. Y. regents' reports . . . . .	160	1404
U. S. N. Y. regents' bulletins . . . . .	....	1886
U. S. N. Y. regents' examination papers . . . . .	....	430
U. S. N. Y. convocation proceedings . . . . .	....	455
Other volumes and pamphlets . . . . .	114	160
	<hr/>	<hr/>
	3657	11173
	<hr/>	<hr/>

This remarkable growth from 3657 in 1891 (which was itself a large growth from previous years) to 11,173 in 1892 illustrates the new activity in securing gifts by exchange of our own state publications with various countries, states and institutions. Thousands of volumes which the state had printed at great cost were packed away in useless heaps or often sold for waste paper, when there were hundreds of libraries at home and abroad wishing copies to complete their sets. By our present system we are placing these publications where they will be permanently preserved and made



most useful. It is clearly for the interest of the state to see that after it has printed valuable matter it shall do its proper work. With this threefold increase in the number of copies sent out there has been quite threefold care used. It would be easy to send out any number, but we have refused more applications than in any previous year and have taken more pains to distribute the available copies where they will do most good. The system was illustrated fully on page 15 of the last report.

#### LIBRARY ASSOCIATIONS

In 1876 was organized the American library association which from that time has been the recognized representative of the library interests of the country. Its monthly organ, the Library journal, and the large annual volume of proceedings fully record its work.

In 1885 the first local association was organized in the Columbia college library as the New York library club to promote the library interests of New York city and vicinity. Of this your director had the honor to be president when he was called from New York to Albany. This has grown in interest and usefulness and similar large and successful clubs have been formed in Boston, Chicago and other cities.

In 1889 was organized the Association of state librarians, of which your director has been from the first president.

In 1890 in our own library was organized the first state association. The New York library association is devoted to promoting the library interests of New York state and is therefore an organized supplement to our new public libraries department. Of this body also your director has been from the first president.

These four organizations are so closely connected with our work that, beginning with the next report, I purpose to give not only the minutes of the New York association but also a brief summary of the year for each of the other three. With the coming year I shall insist on retiring from the presidency of the Association of state librarians and of the New York library association, believing it better after the labor of organization to have others at the head; but I shall feel it my official duty to take an active part in their work. Similarly in 1890 I insisted on retiring

from the secretaryship of the American library association after 15 years of active service in charge of its offices and business, but was then elected president. This office I resigned in 1891. At the recent meeting at Lakewood, N. J., the largest in its history, it was decided to have a great 10 days' meeting at Chicago in connection with the world's congress on education. The peculiar importance of this international meeting has seemed to justify my acceptance, with the arduous duties involved, of a second election to the presidency. The members of the library committee consulted, agreed that the interest of our own state in the work of the American association made it desirable to give the necessary time to these unusual duties.

**New York Library association.** In accordance with the original plan a meeting was held in connection with the national body at Lakewood and another at the time of the University convocation. The Lakewood meeting was well attended not only by New Yorkers but also by many from other states deeply interested in the problems which we are working out. No stenographic report was taken but the ground covered was substantially the same as in the convocation meeting, of which a full report follows as appendix 2. It is encouraging to report that there was warm approval by the most expert students of these subjects in the country of the novel plans adopted in New York. It is of great value to us to have the benefit of consultation with these librarians who enter heartily into the spirit of our work and gladly give us the benefit of their own experience and advice.

In reviewing the year as a whole we have much reason for gratification. It would be greatly to the advantage of the library if the building could be entirely completed and we could settle down to our permanent work. Also if we had larger appropriations with which to buy books and to undertake many important pieces of work deferred from year to year. But under the circumstances, and with the resources at our disposal, every regent will feel a pride that so much of credit and value to the state has already been accomplished and that there is so excellent promise for the future.

*Respectfully submitted*

MELVIL DEWEY, *Director*



APPENDIX I: SUMMARIES OF STATE LIBRARY

A Additions	TOTAL			BY MONTHS, 1891		
	1890	1891	1892	Oct.	Nov.	Dec.
Bought from reg. agents .	3575	2628	2173	75	236	179
auctions . . . .	146	911	409		16	211
other sources	96	572	1656	194	172	728
Total vols. bought . . . . .	3817	4111	4238	269	424	1118
By exchange . . . . .	41	567	89	1	4	10
binding pamphlets . . .	63	1	2			1
binding serials . . . . .	502	611	629	63	15	19
Given . . . . .	3177	1851	2284	107	106	110
Total vols. not bought . .	3773	3030	3004	171	125	140
Total vols. added . . . . .	7590	7141	7242	440	549	1258
Pamphlets bought . . . . .	92	34	76		2	11
given . . . . .	3397	5808	5581	143	449	315
by exchange . . . . .		21	130	9	2	
Total pamphlets added . .	3489	5863	5787	152	453	326
Additions . . . . .	11079	13004	13029	592	1002	1584
Total vols. in library .	147726	154867	162109	155307	155856	157114

B Bindery						
No. of vols. bound . . . . .		1961	2619	250	193	235
Value of new binding . .	Not started	\$1895 65	\$2676 05	\$242 00	\$175 70	\$232 45
other work . . . . .		409 74	711 04	48 63	40 68	63 27
Total value . . . . .		\$2305 39	\$3387 09	\$290 63	\$217 38	\$295 72

C Cards added to catalog						
Author . . . . .	9263	15896	11947	579	489	929
Title . . . . .	1490	1662	1920	71	70	193
Subject . . . . .	8396	10801	11727	516	529	788
Total . . . . .	19149	28359	25594	1166	1088	1910

D BOOKS, SERIALS, SUBJECT CARDS  
This table does not include duplicates (estimated at 100,000)

Total on shelf list	Volumes				Serials							
	ADDED			Cost for 1892	Cost	Bought	Given	Total number	Daily, w'kly, etc.	Monthly	Quarterly, annual, etc.	Irregular
	1890	1891	1892									
15004	1289	937	663	\$883 40	\$443 17	101	227	328	44	70	145	64
1475	64	98	55	41 45	16 80	6	18	24	1	3	15	
10213	265	852	466	323 93	53 90	19	73	92	4	22	50	5
14631	2793	2573	3337	4410 82	803 86	190	1696	1886	60	96	1568	162
2113	279	91	65	105 19	22 25		5	13		2	3	7
8290	867	354	498	716 88	162 96	36	177	213	6	25	63	118
12412	342	478	535	241 47	68 73	19	390	409	31	39	263	75
1769	92	178	146	297 39	60 25	10	24	34	4	11	17	2
9171	436	468	387	292 06	6 50	4	3	7		1	2	3
30666	1163	1112	1090	2005 68	163 06	49	66	115		14	50	51
105744			7242	\$9273 27	\$1801 48	442	2679	3121	150	283	2176	487
98502		7141		\$9503 60	\$1646 51	401	2093	2494	129	213	1668	476
89050	7590							1761				

## STATISTICS FOR 1 OCT. 1891 — 30 SEPT. 1892.

1892								
Jan.	Feb.	Mar.	Apr.	May	June	July	Aug	Sept.
669	254	87	373	23	158	60	4	55
63	118	1						
256	136	9	63	12	15	22	1	48
988	508	97	436	35	173	82	5	103
	27	12	15		18			2
					1			
2	111	71	76	43	106	31		92
114	140	441	220	136	274	209	41	386
116	278	524	311	179	399	240	41	480
1104	786	621	747	214	572	322	46	583
1	4		29		28	1		
643	672	1162	423	347	757	115	180	375
29	1		9		41			39
673	677	1162	461	347	826	116	180	414
1777	1463	1783	1208	561	1398	438	226	997
158218	159004	159625	160372	160586	161158	161480	161526	162109

207	195	177	300	249	273	201	146	193
\$200 90	\$213 30	\$203 50	\$293 45	\$278 35	\$268 35	\$189 20	\$188 55	\$189 30
66 18	56 39	53 62	75 71	62 97	68 22	69 86	45 33	60 18
\$267 08	\$269 69	\$257 12	\$369 16	\$341 32	\$336 57	\$259 06	\$233 88	\$249 48

973	1118	1621	1831	711	1785	1022	234	655
165	164	274	348	109	349	89	48	40
824	1054	1587	1741	478	1779	1236	208	987
1962	2336	3482	3920	1298	3913	2347	490	1682

## AND DUPLICATES ADDED; BY CLASSES

boxed and still inaccessible in the attic for lack of shelving

Subject cards				Classes		Duplicates added				
Total	ADDED					1890	1891	1892		
	1890	1891	1892					Total	Bound	Un-bound
1295	384	510	401	0	Gen. works	1071	1715	1871	414	1457
332	130	92	110	100	Philosophy	10	56	67	39	28
1206	249	555	402	200	Religion	732	923	1250	212	1038
6781	1703	1036	4042	300	Sociology	2392	4309	5618	1622	3996
586	365	105	116	400	Philology	10	48	55	49	6
2041	663	319	1059	500	Nat. science	224	1448	1558	559	999
1009	264	236	509	600	Useful arts	991	3486	3867	381	3486
482	114	194	174	700	Fine arts	69	79	91	10	81
1473	503	560	410	800	Literature	33	68	74	62	12
15719	4021	7194	4504	900	History	600	1178	1393	857	536
30924			11727	Total, 1892				15844	4205	11639
19197		10801		Total, 1891			13310			
8396	8396			Total, 1890		6132				



E BOOKS, SERIALS AND SUBJECT CARDS

This table shows additions made to books and catalog in

	Volumes			Serials	
	Total on shelf list	Added	Cost	Cost	Bought
<b>0 General works</b> .....					
010 Bibliography .....	2381	80	\$134 92	\$67 48	16
020 Lib. economy.....	326	33	17 99	20 25	7
030 Cyclopedias .....	723	41	72 65	5 00	1
040 Collections .....	6				
050 Periodicals .....	7147	425	466 71	220 62	59
060 Societies .....	1075	30	1 88	1 88	1
070 Newspapers .....	460	50	134 85	127 35	16
080 Polygraphy.....	2841				
090 Book rarities .....	45	4	4 40	59	1
<b>0 Total</b> .....	<b>15004</b>	<b>663</b>	<b>\$833 40</b>	<b>\$443 17</b>	<b>101</b>
<b>100 Philosophy</b> .....	<b>130</b>	<b>4</b>	<b>\$10 50</b>	<b>\$10 20</b>	<b>4</b>
110 Metaphysics .....	29	2	2 55		
120 Spec. met. topics.....	37				
130 Mind and body .....	391	13	6 24	5	1
140 Systems .....	7				
150 Psychology .....	113	13	14 90		
160 Logic .....	33	1			
170 Ethics .....	501	22	7 26	1 60	1
180 Ancient philos.....	66				
190 Modern philos ....	168				
<b>100 Total</b> .....	<b>1475</b>	<b>55</b>	<b>\$41 45</b>	<b>\$16 80</b>	<b>6</b>
<b>200 Religion</b> .....	<b>2615</b>	<b>339</b>	<b>\$269 12</b>	<b>\$50 90</b>	<b>18</b>
210 Natural theol .....	216	8	1 80		
220 Bible .....	949	17	17 00	3 00	1
230 Doctrinal .....	755	10	6 49		
240 Devotional .....	598	2	90		
250 Parochial.....	1000	8	3 30		
260 Institutions .....	1386	26	1 59		
270 Religious hist.....	616	12	1 95		
280 Churches .....	1840	34	14 13		
290 Non-Christian .....	238	10	12 65		
<b>200 Total</b> .....	<b>10213</b>	<b>466</b>	<b>\$328 93</b>	<b>\$53 90</b>	<b>19</b>
<b>300 Sociology</b> .....	<b>597</b>	<b>123</b>	<b>\$336 65</b>	<b>\$38 83</b>	<b>14</b>
310 Statistics .....	682	28	23 46	4 51	8
320 Political science .....	2451	628	158 30	82 00	3
330 Political economy.....	2560	617	654 86	92 03	21
340 Law .....	2121	343	2921 75	533 78	118
350 Administration .....	1487	134	59 20	11 56	6
360 Associations .....	1229	159	42 59	1 00	2
370 Education .....	2350	195	146 16	28 05	13
380 Commerce.....	796	86	18 33	9 40	4
390 Customs, etc.....	358	24	49 52	2 70	1
<b>300 Total</b> .....	<b>14631</b>	<b>3337</b>	<b>\$4410 82</b>	<b>\$803 86</b>	<b>190</b>

## IN EACH OF THE 100 SUBJECT DIVISIONS

each subject and will serve for comparison from year to year

Serials						Subject cards	
Given	Total number	Daily, weekly, etc.	Monthly	Quarterly, annually, etc.	Irregular	Total	Added
66	82	6	17	17	38	810	269
106	113		7	103	3	133	46
	1			1		21	5
5	64	11	46	7		205	49
35	36			13	23	33	12
15	31	27		4		38	11
						17	1
	1					33	8
227	328	44	70	145	64	1295	401
1	5	1				12	3
						8	6
						10	4
2	3		2			76	23
						2	1
						58	21
						5	2
15	16		1	15		143	47
						11	3
						7	
18	24	1	3	15	0	332	110
19	37	3	8	13	2	173	57
	1			1		22	13
						93	16
						112	24
						116	18
1	1			1		122	64
37	37	1	9	25	2	156	72
1	1		1			110	36
18	13		2	10	1	224	70
2	2		2			78	32
73	92	4	22	50	5	1206	402
2	16		2	7	7	211	161
20	28			19	9	266	247
139	142	1		137	4	984	796
138	159	6	11	136	6	1417	949
158	276	41	33	92	110	605	429
164	170		3	167		559	359
403	405		3	401	1	529	402
596	609	12	41	534	22	1618	248
76	80		3	74	3	307	228
	1			1		285	223
1696	1886	60	96	1568	162	6781	4042



**E BOOKS, SERIALS AND SUBJECT CARDS IN**

This table shows additions made to books and catalog in

	Volumes			Serials	
	Total on shelf list	Added	Cost	Cost	Bought
400 Philology.....	122	9	\$2 40	\$15 00	5
410 Comparative... ..	68	1			
420 English.....	802	27	90 37	1 00	1
430 German .....	166	10	9 62		
440 French .....	182	2			
450 Italian .....	17				
460 Spanish .....	26	1			
470 Latin.....	203	4			
480 Greek .....	126	5			
490 Minor languages.....	401	6	2 80	6 25	2
400 Total ... ..	2113	65	\$105 19	\$22 25	8
500 Natural science.....	2831	90	\$30 85	\$39 50	10
510 Mathematics.....	449	22	1 25	5 00	1
520 Astronomy .....	831	39	30 21	4 00	1
530 Physics.....	294	9	9 09		
540 Chemistry .....	318	27	41 85	3 60	1
550 Geology .....	1325	100	132 55	21 00	4
560 Paleontology .....	194	31	76 54	20 16	3
570 Biology.....	348	34	51 91	10 00	1
580 Botany .....	539	19	111 10	12 50	3
590 Zoology .....	1161	127	231 53	47 20	12
500 Total .....	8290	498	\$716 88	\$162 96	36
600 Useful arts . . . . .	5354	63	\$21 78	\$7 25	2
610 Medicine .....	2858	118	33 39	22 93	5
620 Engineering .....	1151	93	95 18	12 20	4
630 Agriculture. ....	1955	199	34 73	11 05	5
640 Domestic econ .....	81	3	8 70		
650 Communication .....	561	39	12 04	4 00	1
660 Chemical tech.....	230	7	16 25	4 80	1
670 Manufactures.....	132	10	9 25	6 50	1
680 Mech. trades .....	27	2	6 90		
690 Building .....	63	9	3 25		
600 Total .....	12412	535	\$241 47	\$68 73	19
700 Fine arts .....	283	26	\$58 27	\$15 00	3
710 Landscape gard.....	145	4	2 34	4 00	1
720 Architecture .....	273	28	107 97	27 25	2
730 Sculpture.....	204	4	7 00		
740 Drawing .....	78	4	15 50	4 00	1
750 Painting .....	124	12	45 15		
760 Engraving.....	41	2	7 60		
770 Photography .....	41				
780 Music .....	342	42	42 97		
790 Amusements .....	238	24	10 59	10 00	1
700 Total .....	1769	146	\$297 39	\$60 25	10

## EACH OF THE 100 SUBJECT DIVISIONS — (Continued)

each subject and will serve for comparison from year to year

Serials						Subject cards	
Given	Total number	Daily, weekly, etc.	Monthly	Quarterly, annually, etc.	Irregular	Total	Added
3	8		1	3	4	26	9
1	2		1		1	17	5
						233	34
						63	10
						60	5
						5	3
						4	1
						65	8
						32	7
1	3				2	81	34
5	13	0	2	3	7	586	116
96	106	3	6	21	75	194	79
	1			1		212	31
10	11		1	7	3	133	68
						118	57
1	2		1		1	84	28
48	52	1	8	25	18	368	214
2	5			1	4	173	136
3	4			3	1	151	101
2	5		2		3	120	52
15	27	2	7	5	13	488	293
177	213	6	25	63	118	2041	1509
31	33	9	5	15	4	58	20
103	108	3	9	92	4	314	133
40	44	5	7	31	1	170	103
185	190	6	10	114	60	200	107
1	1	1				19	7
18	19	3	5	10	1	113	50
5	6	1		1	4	69	42
5	6	3	2			26	18
1	1		1			10	7
1	1				1	30	22
390	409	31	39	263	75	1009	509
3	6		3	3		60	21
9	10	1		9		49	16
3	5	1	1	3		111	48
1	1				1	37	13
1	2		2			25	8
						39	13
						22	7
						7	2
5	5		3	2		87	35
2	5	2	2		1	45	11
24	34	4	11	17	2	482	174



E BOOKS, SERIALS AND SUBJECT CARDS IN

This table shows additions made to books and catalog in

	Volumes			Serials	
	Total on shelf list	Added	Cost	Cost	Bought
800 Literature .....	286	41	\$30 99		
810 American .....	2098	130	87 68	\$2 00	1
820 English .....	3540	103	92 79	4 50	3
830 German .....	455	20	9 16		
840 French .....	981	20	14 72		
850 Italian .....	286	9	5 55		
860 Spanish .....	81	2	85		
870 Latin.....	703	9	15 45		
880 Greek .....	559	46	29 78		
890 Minor languages....	182	7	5 09		
800 Total .....	9171	387	\$292 06	\$6 50	4
900 History .....	1033	30	\$54 50	\$23 00	5
910 Geography .....	9202	218	353 60	31 60	11
920 Biography .....	8662	346	555 11	54 96	12
930 Ancient history.....	433	17	58 79		
940 } Europe .....	4237	212	505 30	16 80	3
950 } Asia.....	218	21	23 78		
960 } Africa.....	48	1	60		
970 } Modern { No. America.	6630	244	454 00	36 70	18
980 } So. America.	171	1			
990 } Oceanica ....	32				
900 Total .....	30666	1090	\$2005 68	\$163 06	49

EACH OF THE 100 SUBJECT DIVISIONS — (Concluded)

each subject and will serve for comparison from year to year

Serials						Subject cards	
Given	Total number	Daily, weekly, etc.	Monthly	Quarterly, annually, etc.	Irregular	Total	Added
	1					103	27
	3		1	2		311	122
						541	105
						151	41
						132	33
						21	8
						9	5
						107	31
						45	14
3	3				3	53	24
3	7	0	1	2	3	1473	410
2	7			4	3	109	30
13	24		4	10	10	874	372
4	16		1	6	9	8874	992
						246	136
1	4		1		3	2045	1720
						121	102
						38	27
46	64		8	30	26	3231	950
						153	148
						28	27
66	115	0	14	50	51	15719	4504



## APPENDIX 2

## NEW YORK LIBRARY ASSOCIATION

## MINUTES OF FIFTH MEETING

Held in the State library, Albany, N. Y., 5 July 1892

At 2 p. m. before the meeting, the director of the Library school made the annual address to the graduating class, the school and friends, beside the members of the N. Y. L. A. At its close Bishop William Croswell Doane, acting for Chancellor George William Curtis who was detained by illness, made a short address and conferred the degrees and diplomas.

Pres. Melvil Dewey called the meeting of the N. Y. L. A. to order at 3 p. m.

**President** — The object of this meeting is to compare notes and find out what can most wisely be done in carrying into effect the two new laws relating to libraries in this state. Many of you got a good deal of light on this question at Lakewood, at our meeting in connection with the national library association last May. We are specially glad to have with us to-day principals and college officers, as well as librarians who were not then present.

The past year has been the best in the history of this association, and of libraries in general; we made some progress in getting our building in shape; the Library school had a better year than ever before, the work settling steadily into more satisfactory form. We have had more inquiries from different parts of the state from people who have wanted to start libraries or put new life into old ones. We have collected more and much better statistics than ever before and have them in the hands of the state printer now. The lending of books from the state library has increased; we are sending more and more to scholars in different parts of the state. The use of the library has grown 400 or 500 per cent in three years, yet we can not feel that we are having a fair trial till our building is completed.

Gov. Flower personally sent word to the finance committee requesting an appropriation of \$5,000 to enable us to put the duplicates, of which we have 100,000 volumes on the upper floor, in such shape that they can be made available for distribution to the libraries. But the great work of the year is in the new

library laws. In the University law, sections 35-51, on public libraries, have already been pronounced the best public library law that has been passed in any state or country. We submitted every section of it to constant criticism and the law as finally passed unanimously was the best we could get.

The other law, called the school library law, is a solution of an old snarl. We have had since 1838, \$55,000 or \$50,000 each year for libraries, an appropriation capable of doing a great work, but that money had drifted into other uses, and while we have been adding at least \$50,000 every year, statistics show that the district library system of New York lost about \$50,000 worth of volumes every year. It was a reproach to the state. We have finally succeeded in getting the old laws repealed and this new school library law passed. We now have three sources of help for libraries :

This old appropriation of \$55,000 was always a public library appropriation ; it never was a school library appropriation, but it has been misunderstood because for convenience it has always been administered by the school authorities. The district system fell into disuse, and only a few places got any benefit from it. The law is now repealed, but the \$55,000 is continued for pedagogic libraries and is tied up absolutely for buying suitable books for school room use. Communities desiring aid must raise an equal amount of money from local sources, and the books must be on a list approved by the department of public instruction. This is to do away with the abuse of spending state money for useless literature. This money is to be spent for libraries for the schools, to be kept as a part of its pedagogical equipment and to be used outside the school room only as a teacher or pupil may borrow a volume to help him in his studies.

The second source of state aid for libraries is in a part of the old academic fund of \$106,000 which is distributed annually to the academies. Upwards of \$15,000 of that is spent for books and apparatus.

The third source of state aid is the public library money for which the appropriation this year is \$25,000, and that is to be apportioned as the regents shall determine, and they want the opinion of this association as to the best method.



Copies of the law were given each member and questions were submitted on the different sections as follows :

§ 37 *What kind of books circulated by some public libraries should the regents refuse to certify for subsidy?*

Miss E. M. Coe, *lib'n N. Y. free circulating libraries*—The old law provides that any library circulating 75,000 volumes a year may receive from the board of apportionment of the city or town \$5,000 for the support of the library, without designating how it shall be used. Then \$5,000 is given for every additional 100,000 volumes circulated. Under that law the New York free circulating library called three years ago for \$15,000, two years ago and last year for \$20,000. They have received on the first year \$7,500, second year \$12,500 and the third year \$15,000. Another library in New York received \$5,000, and the Apprentices library \$10,000 the first year and \$12,500 the second year. Our apportionment is not sufficient to pay the running expenses of the library. It is only about 2½ cents a volume for the circulation, as we are not allowed to count volumes used in reference work. The most important thing which we do we get no subsidy for. We might by law have received help perhaps to the amount of half our expenses but we actually received only about one third. The rest has had to be provided by private subscriptions and otherwise.

Pres.—Is it desirable to have the character of the circulation supervised by the regents?

Miss Coe — My own feeling about my own library is that we should receive the sanction of the regents as to the quality and quantity of books circulated. It is not unkind for me to say that some of the libraries of New York city that have received money from the city circulate books which I believe every one here would consider worse than useless; indeed most pernicious. We can not consider it right that public money should be used for books that certainly ought to be weeded out.

Pres.—The subsidy law is peculiar to New York state. Two or three years after Miss Coe's library came under the operation of the general law, through the efforts of Librarian A. L. Peck of

Gloversville a similar law was passed applying to smaller towns. Under this old law difficulties were two or three fold.

1 If the library circulated 99,000 volumes it would not get a cent; it had to circulate 100,000 volumes. It is a very severe pressure on a librarian to see that by forcing up his circulation 10,000 he can draw money for 100,000. He is apt to circulate a poor class of books, because they can be rushed out faster. This temptation is removed in the new law by providing that the circulation shall be paid for at so much per volume leaving no excuse for forcing an abnormal use in order to reach a certain number by a certain date.

2 The new law provides for a subsidy of 10 cents per volume, or double that of the old which was \$5,000 for 100,000 volumes. But to reduce this increase it also provides that it shall be paid only on books certified by the regents as of such a character as to merit a grant of public money. The old subsidy laws were not repealed, lest some library working under them should feel that its rights were interfered with. We hope every library will prefer to work under the new law and then we can have the old laws wiped out.

The question we want to discuss is, how rigid should be the supervision of the regents over circulation. Some say circulate whatever the public wants; others that only standard histories, biographies and books of that kind should be certified, throwing fiction out entirely. When the regents instruct their officers, how closely shall they direct them to reject doubtful literature?

Let us have our discussion sharp and to the point without any apologies for time, but calling out all the ideas we can as to what limits should be put by the regents on books certified. The regents do not forbid any library to get and circulate whatever books it wants, provided they are not a public injury; but the inspector will go into the library, study its charging system and the books on its shelves and satisfy himself how many books of the quality approved by the regents are in circulation, and subsidy will be paid simply on those.

Prof. J. Crane, *Albany Y. M. A. library* — Library work should be distinctly educational and should have the highest moral and intellectual force. The danger would be in adopting



regulations which would in any way give currency to hundreds of volumes which are scattered here and there. Let every book which is objectionable and has not a high educational power be thrown out. If you discriminate in favor of some authors or against some, it should be for the purpose of giving strong emphasis to the educational powers of others. We must know to what extent certain authors are sought and how frequently many want the same authors year after year. Librarians and those in charge of library work should offer inducements leading up to a higher grade of work so that the library itself can be considered a power in raising the moral standard throughout the community.

**W: Y. Foote**, *Syracuse high school* — What libraries have been working under the old subsidy law the past year?

**Pres.**—The four free circulating libraries, Apprentices and Aguilar libraries of New York, the Gloversville library and perhaps a few others.

**W: Y. Foote** — All these subsidy laws are permissive only and assume that the city fathers will be induced to contribute, a thing to be hoped for but hardly to be relied on. What basis of classification or discrimination is best?

**Pres.**—It is left to the regents to determine. This meeting is to discuss that question and see what we recommend the regents to do.

**W: Y. Foote** — The minute you make a discrimination the question is where shall you stop.

**W: R. Eastman**, *N. Y. state library* — Have any cities come more nearly up to the limit than they have in New York? Miss Coe's library has had  $2\frac{1}{2}$  cents a volume on circulation. This new law will allow 10 cents, of which Miss Coe has only had one quarter. Three quarters of her books might have been vile, and yet under the new law she could receive for the one fourth as much as she did under the old for all. Is it worth while after all to spend a great deal of time in discussing the question unless it be of practical importance?

**Pres.**—Under the old law a library had to have a certain amount of real estate and to circulate a certain number of volumes. New York is poor in that kind of libraries; but the old law had the effect of making them raise their property and circulation. The new law applies to every library. We want to start right. If we leave the door open it will be much more difficult to close it. The law is permissive only. The regents feel that before deciding the matter they would like the opinion of the men and women most interested as to what is best to be done. They will approve a subsidy only on a report of good work done, and officially examined and approved.

**R. B. Poole, *Y. M. C. A., N. Y.***—This is a difficult question to decide. We all agree that if a book is immoral it ought to be excluded. French novels and all the low grade paper covered novels ought to be thrown out. Our library in the main should be wholly educational. But then there are books which are entertaining as well as instructive; they may not have the highest purposes of an educational work, yet a person may get a good deal of profit by reading them, though he may not get a great deal of information. Such a book if it is fairly well written may find a way into our library, but it is going to be a difficult thing to decide. Even if they are excluded, very many of them are published in paper covers and can be obtained for a few cents, and if they are not found in the libraries they can be had at little cost. There is a bill now before the congress to increase the postage on books published in paper covers and if this becomes a law it will tend to reduce the circulation of this class of literature.

**Miss E. M. Coe** — My libraries can not come under this law. My trustees would be glad if they could, but since it must be by vote we shall never get under it, as we are a private corporation. In the interest of library work in general I feel very certain that something must be done in the interest of libraries and public morality by somebody as well able to limit and discriminate in the matter of books circulated by public libraries as are the regents. The library managers can not possibly come to any agreement in this matter; they do not want to. We want the opinion of some



board such as the regents, who shall say to us, you shall or shall not circulate such and such books. It would be necessary for some one to make out a list of books that should or should not be circulated.

Sup't Sherman Williams, *Glens Falls* — I have no thoughts on the subject except as regards libraries in smaller towns. The library should be an effective second school. An effective school must have students, and put something within their grasp. To get a large number of students you must have a large number of books that are not of the highest type. They certainly must not be pernicious, but if you get only books of a high class the great mass of the people will not be friends of the library. If you get books that are not pernicious, but not of the highest grade, you will get that class of people, and you can then lead them up to better reading. A liberal construction should be put on the use of books, provided they are not objectionable from a moral standpoint. We have made considerable use of a small school library. We have watched the reading for the last two years and I feel very strongly on this point. Books that I said three years ago ought not to be in the library have been read a good deal, but the readers do not stop there. You get a number of people reading those books and by a little skill and management they can be raised to a higher standard. I should feel sorry to see that class of books thrown out entirely.

Pres.— We want just such expressions of opinion from principals and superintendents of schools throughout the state as well as from librarians. This law does not prohibit having these books in the library. The question is whether we shall grant subsidies for all the books circulated or only for the higher grades. Shall we put 10 cents a volume on the higher grade books so the librarian will try to work his readers up to the solid books, or will you distribute that money over the whole circulation? I do not understand why Miss Coe thinks her library can not come under this law. § 36 provides that any city by its common council or any village by its trustees may establish and maintain a free public library. The law has been drawn on the principle of the old Massachusetts and New Hampshire laws

that leave the communities local option. A town may vote all the money it chooses, or under § 37 may give all it wants to public libraries which like Miss Coe's are not owned by the corporation. It leaves each community to decide how much it will spend on a public library. It may be done by the tax payers, trustees of a village or common council of a city. Miss Coe's trustees can readily come under this law. Money given by the state must be spent for approved books only. My notion of this would be to make as good a select list as possible and send it to the libraries, and when a library wishes to buy any first-class books that are not on the list, add them. A library should be able to get the new books immediately on publication. If they are not good enough to go on the state list they will not be counted, but the library is free to keep them. The state simply does not recognize them in giving aid. This will put a safeguard on money of the state going for books that many think pernicious.

**S. B. Griswold, *state law librarian*** — Who determines the amount to be given per volume, the state or local authorities?

**Pres.**— Local. The law allows the local authorities to give as much they will, not exceeding 10 cents for each volume circulated.

**S. B. Griswold** — Why would it not be a good thing to have a sliding scale; say about two or three cents for the lighter literature and 10 cents for a solid book? Some libraries would not get much money if we should pay on only the highest literature.

**Bishop Doane** — As a regent I feel a very strong interest in the character and condition of the libraries. A library will get any books that it wants whether we give them 10 cents a volume or not. It seems to me that the standard for the regents should be both a moral and literary standard, beneath which no books should be paid for with state money. There is a tendency in human nature to get books that they are told not to read. If the libraries put cheaper books on their shelves it is their own lookout. But I should be sorry as a regent to fail to vote for the light literature.

**G. R. Howell, *state archivist*** — I think the only solution of this question is that the regents should publish a list of books on



history, standard literature and novels for which they can conscientiously vote the state money. I should not quite agree with Mr Griswold in having a sliding scale, for the boy who reads a second-class novel is just as much assisted on his way toward a higher standard of understanding as a man is carried on his way by reading a better book. In other words, the second-class novel helps a boy in his career. It is just the advice that old Dr Franklin gave in one of his essays; give your boys novels and after they have once formed a taste for reading they will ask for something better.

**S. B. Griswold** — I agree entirely with Bishop Doane. I simply *suggested* a sliding scale. If the regents recommend books they should recommend books that are worth something. As far as the state money goes, pay 10 cents a volume for the circulation of that class of books.

**A. L. Peck** — In Gloversville last year I circulated 43,000 volumes. A member of our common council told me that whatever number we circulated, we could not get more than \$2,000, which is just about half our running expenses.

A vote showed two to one in favor of limiting the amount of 10 cents per volume to the highest grade of books, as against those that would pay it practically to everything except positively vicious books.

§ 39. *When it is wished to use the names of numerous prominent citizens, is it better to enlarge the board of trustees or to create a council?*

**Pres.** — In starting a town library it is desirable to get the names and influence of a large number of distinguished citizens. The experience of the world is that small boards of trustees work better, so our regular charter provides for only five. If more than five trustees are wanted they must be specially asked for in applying for the charter. When we organize a library we wish to identify with it many eminent citizens. To do this, shall we have a large board of trustees and then appoint five of them an executive committee, to do the real work or shall we have five trustees and put the other people needed on an advisory council?

R. B. Poole — In the Y. M. C. A. in New York we have a small board of trustees with an advisory board. On any extra occasion when we need advice we call together that advisory board and get their opinion. Their names go out to the public as associates of the trustees. I think it better to have a small board of trustees and this council who can be called on for advice.

Pres. William Preston Johnston, *Tulane university, New Orleans* — We have never considered this question with reference to libraries, only with reference to colleges and universities. In regard to colleges, the danger of a very small board is that it will degenerate into a clique and be run by patronage and for personal ends. There is danger that one or two or more of these persons may either not take interest or from some other cause — possibly sickness or absence — not do their full share, so that one or two men manage the whole board. The University of Texas had a board of five. They were selected from different parts of the state by law. A man would consider it a high honor to be elected. The secretary was obliged to be a resident of the city; the others were distributed through the state. They would probably come together about once or twice and about that time they would be very tired; about the third time they would resign, so that they would continually have a new board and the University would be run by one man.

On the other hand, there is difficulty in having too large a board. The University of Georgia had 45 trustees. They were generally selected on account of some particular church. When they met there was always a contest in the election of officers to see which church would get the upper hand. That resulted in a great many evils, which I think injured the influence of that university very much. Some years ago there was a trade by which they elected a president from one denomination and other officers from different denominations, and so on.

In a small board a personal interest would arise, while on the other hand in a large board there is the danger of falling into factions and log-rolling. We have been very fortunate in our own university. We have a board of 17. Its work is broken up into committees on finance, education, real estate and one or two more committees of less importance, but they are large enough to



have different sorts of men. Bank presidents were on the finance committee, book men were on the education committee. What I say does not absolutely apply to a board of library trustees. Why not have all of them as a council and have an executive committee of five?

**Prin. Jos. E. King, *Fort Edward*** — In starting a library in a small town, it is my opinion that the number of trustees should be larger and subsequently reduced. I have noticed that the average citizen likes to be appreciated, and is much more likely to open his purse if recognized. 15 to 20 men representing the various sects, parties or professions, conspicuous merchants, etc., if appointed on the board would go a great ways toward capturing public opinion. I would suggest having a board of say 15, 21 or 25 and let them elect an executive committee of five by ballot. Of course each of the 25 would first vote for himself and then for four others, but you would be very sure to get a representative, compact, working body. Later on it might be convenient to reduce the board to 15, 11 or to 9, but I think a large force to begin with would be sure to arouse more interest.

**Pres.** — Would you prefer to have them all trustees rather than five trustees and a council?

**Prin. King** — Make them a board of trustees and let them elect a council or executive committee.

**Prin. A. C. Hill, *Cook academy, Havana*** — Nobody should be appointed on a board of trustees simply because he likes to be conspicuous, but the best men in the community for the office should be appointed. Then the executive committee, which will have the work to do, should be appointed by the board and be responsible to it. That is the best form of government for a corporation of this kind. One man power is the best kind of power providing you have the right kind of a man, but human nature being what it is that seems to be next to impossible in this country, where everything is governed by politics.

§ 41. *What facts should be required in the annual report to the state?*

**Pres.**— It is our plan to have the first report a very simple one. The question is, does it pay to insist on a very full report, once in 5 or 10 years such as the University made for 1890, and afterward make simpler ones.

**Prin. A. C. Hill** — If the regents are capable of getting out a simpler report they ought to do it. This matter of making out reports has got to be a mania in this country and it takes half a man's time to fill out the different statistics. If we can have it simpler, let it be simpler.

**Prin. F. L. Gamage, *Oxford academy*** — I was about to make that very suggestion ; but if somebody besides the principals of the state of New York have to make it, let us have a long report.

**Pres.**— Suppose you want to start a library in Havana or Oxford, how much would you care for full reports of other libraries to guide you in your work ?

**Prin. Gamage** — A report of this kind is very necessary. We know very little about the practical workings of these library associations, and everything we can possibly get with reference to the value of the works that are distributed most largely, all the facts about cataloging and taking care of the books, we want. We want the fullest report at the start. We want librarians capable of making out intelligent reports in order that we may get the very best knowledge for the practical working of the libraries.

**Pres.**— The man who contributes his report seldom realizes the value of it. The man who contributes one wheel for an engine may not understand why that wheel is needed but the engineer who puts all the parts together knows the machine will not run without it. If a school changes teachers frequently the regents want to know about that school ; perhaps there is something wrong in its administration. If you want to study the trend of secondary education in this state you can not get any satisfactory light from our report unless it contains much that many overworked principals think unnecessary. We do not intend to repeat in library work what is already in our regents' reports, nor to make longer reports than are necessary to get the best results.



Prin. R. S. Keyser, *Middleburg* — I think if a long report of this kind is to be made out, the state ought to pay for it.

W: Y. Foote — When I was a principal I had to work on a library, and I should have been happy to have such help as a full report would give. I should be glad to have the fullest possible reports of the blanks, forms, best methods of putting books on the shelves, etc., for the first year's work, so that the libraries may be conducted systematically.

Pres.— A great amount of money has been spent on libraries in New York with very small results. We want to remedy this. A great deal of the extra work complained of is caused by delaying writing out the report. In starting a library we send a proper form of blank on which to keep statistics, and it will be little work to copy the record daily, weekly or monthly. If you wait till the end of the year it will take much time to hunt up forgotten facts.

§ 42. *What fee, if any, should be charged for the use of libraries by non-residents?*

W: Y. Foote — Charge no fee. Make them as free as air. The new law provides that the library shall be free to residents.

Pres.— In the elementary school libraries the books are limited to the schoolrooms. The use of books bought by money apportioned to academies and high schools by the regents is left to the option of the local authorities.

Member — I favor extending the benefit as far as possible.

Sup't Sherman Williams — If I had charge of a library I would never ask a man who came for a book where he came from.

Pres.— What would you do if a taxpayer came in and said "Give me such and such a book." You would say it is out. Who has it? You say, John Smith, who lives in an adjoining town.

Sup't Williams — I would not tell him who had it. I would say it is none of his business.

**Prin. R. S. Keyser** — Pupils who have ever been in our schools, wherever they live, may come for books when they choose and we are glad to lend them. We have educated them to read and we like to keep up their interest in books as far as possible.

**Prin. A. C. Hill** — These libraries are for the education of the public. Anybody that wants to use them should be allowed to do so.

**Member** — In our town a number of individuals outside want to use the library, and in all cases we allow the free use of books. But we have two or three villages near by, and the authorities of these villages have tried to make arrangements by which their school children and the public in general might make use of the books. In such cases we have said no. The reason is the same exactly as in relation to entrance to our high school. We can not undertake to educate other school districts or other villages. We can undertake, however, to be hospitable and to render a kindness to individuals when they come asking for a single book, and it seems to me that a thing of that kind can be readily managed by the library authorities in the town.

**Sup't Sherman Williams** — A gentleman in our town is to give us a public library. He is not a scholarly man, but he is an educated man, a man who has traveled all over the world. He was almost persuaded to establish one some years ago but he resolved to wait and find out what was the best to be done. One winter he made it a special business to visit libraries in different parts of the world; the result of which put him back about five years in establishing the library. Now he has finally decided to do it. He said he knew nothing about libraries, but there is one thing he would insist upon; that the doors should not be shut to any person on the face of the earth who wanted to come into it, and there should be as little red tape as possible.

**Miss E. M. Coe** — Opening libraries to the public freely for reference is one question, and for circulating books quite another.

**Pres.** — We were taught in college that it was all right to steal from the farmers all the fruit we could eat on the farm but not to carry any away.

§ 45-6. *To what extent should a new public library seek to secure the books of old or neglected libraries as a nucleus?*



**Pres.** — There are thousands of old district libraries going or gone to pieces, of which some of the books are marked and others not. This law was passed in order that these books might be rescued. If you are going to start a new library, is it desirable for you to ask from the regents the necessary authority by which you can collect those books into your library, or is it better to go ahead and get a new start and let these old books go to waste?

**W: Y. Foote** — Have all brought to the regents and let them dispose of them.

**W: R. Eastman** — I do not know whether these books would be valuable to new libraries or not; some of them would and some would not. It would depend on the character both of the old and the new library. If there are persons in the state that know of such books that are being neglected I believe the regents would be glad to have a note telling where they could be found.

**Prin. O. D. Robinson, Albany high school** — We have had a little experience in this matter of consolidating district libraries in Albany. Some 20 years ago they consolidated the old public school and district school libraries into what is now known as the high school library, the only approach to a public library we have. The question arose in my mind whether the same thing would happen in any town where they make any pretence of keeping up the district libraries. A great many of these districts had the same books; not only duplicates and triplicates, but multiplications of the same books, some of them not very valuable. They selected for the consolidated library all those books that were considered of any value, and then the others were packed away and I suppose some of them are in existence now. The last I remember of them was seeing a large load going to the penitentiary, and I suppose they are there now with the marks of the state on them. They were useless as they were. The question is, would you not in a great many towns have a great many copies of the same book which would be a nuisance in a library, but which possibly might be of use here?

**Pres.** — Gov. Flower personally saw to it that there was an appropriation of \$5,000 this year for shelving duplicates, and the architect promises to go immediately to work in fitting up the

duplicate room up stairs. In § 19 there is a provision for a duplicate department, and we advise any of you to ship here all books of that kind by cheap freight. A man should not send anything to the paper mill. He is liable to send books that are worth a good deal and lay away with care something that is not worth five cents. Our expert appraiser here can decide values better than any of us. If you send a box of say 200 volumes from any town there might be 50 of them that should be sent to the paper mill and the others may be worth say \$50. You can then come or send here and select \$50 worth of anything in our collection and have it sent to you. The price at which they were marked when sent in by some other library will be charged. We will take in anything that is of value and undertake with our expert knowledge to put every copy where it will do the most good.

**Member** — As far as my personal observation is concerned in regard to the intrinsic value of the books collected, the labor spent in collecting them far exceeds what the books are worth.

**Pres.**— This is doubtless true. It would not pay to employ a man to travel about with a wagon and collect them. But if notice is widely given, they will be brought to some central place without expense by those having them. The main reason for collecting them is, to my mind, less their value than the demoralizing effect of having state property in private hands. A child who has seen in his father's bookcase or attic books which he knows belong the state can never be taught to regard state property with proper sacredness. It would pay to collect these books on this account, even if every copy were burned.

§ 47 *Under what conditions should a traveling library be sent out? Should any fee be charged?*

**Pres.**— We propose to make up, for instance, 100 volumes, put them in suitable oak book cases and ship them with printed annotated catalogs, directions and blanks for circulating, and lend to a community, thus leading it on to form a library of its own. We shall require from a responsible real estate owner a guarantee that those books shall be returned with pay for all damages except reasonable wear; that the books shall be accessible not less than so many hours per week and that a simple report shall



be made as to what has been done with them. Thus any community may have a library for six months, if a responsible man will guarantee its safety and a competent person will act as librarian without pay. Will it not be more useful instead of sending \$100 in cash to send instead, say, four times a year a collection of \$100 worth of new, fresh books to be kept three months; so that the people may have a chance to read those books and retain any they specially like and will pay for? Will it do the community more good to have four fresh collections come in a year or to have one come and stay permanently? The great secret in putting life in a public library is in putting in fresh books.

In apportionment of money we say every town shall raise an equal amount. In lending these libraries is it enough to say that the town shall pay for transportation both ways. In other words, we lend you these books without charge. Your town contributes its share by paying the incidental expenses.

**Prin. F: L. Gamage** — We have two book clubs in Oxford and just this very principle has appeared. We have 40 new books in each club every year, they have been running 10 years, and the interest to-day is greater than it was 10 years ago and is steadily growing. It is all caused by just the fact of getting a new lot of books frequently. At the end of the year we have an auction and sell off these 40 books. If in the lot there are a number of books that we particularly desire, we go to the auction and buy them. It stirs up interest and keeps up the club. I believe the best thing that can be done is to send the fresh books frequently.

**Prin. R. S. Keyser** — That is not a good plan for school libraries. It takes a long time to work up an interest in good books. Only after one boy has read a book and really enjoyed it and has recommended it to another boy can you get the public interested in the book. It takes a long time if a book is a good book. If it is a story book they become interested very quickly. For my own school I know that \$100 worth of books would be worth three times as much to us as \$400 worth of books changed four times a year.

**Pres.** — If we send the 100 volumes the librarian or principal would discover among them five or 10 books he specially wants to

keep. He can retain them from the collection or he can get them elsewhere. This refers to a public rather than a school library, though we may offer lending libraries to our regents' academies also.

**W: R. Eastman** — In this matter of traveling libraries some want new and some want old books. Are we not reaching a point where we need both? We want the town to do something, and in both laws it is expected that the town shall do its part. Under this new appropriation the regents seem to have it in their power to offer bounty for the organization of new libraries. Any town that appropriates anything, \$50 or \$100, can have a similar amount granted by the regents from the \$25,000. If the town will organize a library and appropriate an amount of money the regents might match it by giving them a certain collection of books which they themselves may select. In addition, the regents offer them a traveling library. The question is whether it ought not to be a condition that organization be made before the traveling libraries can be had. Let them buy with their first appropriation books to be added permanently to the library, which shall be the seed, and then let the traveling libraries be lent for a few months.

Then there is the point of fee. I say charge a fee by all means. Let them pay a nominal amount to show their appreciation of the work done for them. As for transportation, some towns are 350 miles from Albany. The only way to reach that point is to make it obligatory to pay a fee of perhaps \$10; that pays interest on the books, meets expenses and pays for the catalog cards, etc. I would say charge a \$10 fee and let the regents' office pay the express both ways and thus put the distant towns on the same basis as those nearer Albany.

**A. C. Hill** — It seems to me that these traveling libraries would pave the way for the organization of a library; his suggestion is that the organization prepare the way for the traveling libraries.

**R. B. Poole** — This privilege might be withdrawn at the end of two or three years if a town did not organize.

**Member** — Organization should precede these traveling libraries. As I understand it, it is proposed to send them to



small towns. I think a very wise suggestion would be to pay a fee of say \$10 for each visit four times a year, \$40; or is it \$10 a year for the four visits?

**Pres.**— I think Mr. Eastman meant \$10 for each \$100 library.

*Regents examinations in courses of English reading.*

**Pres.**— We have added that subject lately and in some cases it has a most admirable effect. I had hoped that it might be found practicable to have 10 or 15 courses of reading in the best English literature so that any of the schools could select such a course as they should prefer. There are thousands of young and old people in this state who would read books recommended to them in that way, and would read them thoroughly if there were to be a state test at the end. That would be the best way to bring the schools in close contact with the libraries. We are ready to do whatever is best. Give us the benefit of your advice.

**Sup't Sherman Williams** — I know that that could be done. I know that it has been done in several schools. It is not a difficult thing to do. A great many bright girls on leaving school have nothing in particular to do; their work is not needed at home; they drop into having what they call a good time, which consists of rather frivolous social life and reading light literature. They lose more in two or three years after leaving school than they gain in the last two or three years of school.

**Prin. W. E. Bunten, Ulster free academy, Rondout** — I think the last suggestion is most valuable. It would help us very much indeed.

**Member** — It would encourage the pupils to do something for themselves. In my school this year I found that the young people with very little suggestion on my part went to work on this course in English reading, and without doing the reading in the class they were prepared to pass the examinations successfully, and I have no doubt they would go on with other courses in the same way. I found that pupils were also reading at their homes. Seven out of the eight pupils who did this work by themselves I think passed the examinations.

**Pres.**—Our theory is that every count in these courses of reading as in academic branches ought to represent 100 hours of solid work. There ought to be perhaps 20 courses. This is a kind of university extension that is most practical for us. Keep the hands of the principals and state institutions on this movement instead of having it run off to outside voluntary societies, correspondence schools, etc. We shall this fall, issue a circular describing details of reading courses and I will not anticipate it by further statements now. I believe it is one of the most important steps we have ever taken.

§ 50 *Under what circumstances should books instead of money be furnished to libraries by the state. Can any part of the appropriation be spent more helpfully than in buying books to give or lend to libraries?*

**Pres.**—Every library can buy ordinary books for two-thirds retail price if they buy \$100 worth or upward. Publishers will furnish 50 copies of the same book in one order at half price sometimes. Those books can be shipped in bulk by cheap freight to the point where they are to be distributed. You can get much more for your money in this way. Judge Draper has expressed the opinion that so much could be gained in this way that it was desirable for us to follow the example of Massachusetts and New Hampshire and send books rather than money. It seems to me that the wisest policy is to offer the option and say to every library: We can send either books or money; you can select the books or we will do it for you and send them to you at lowest wholesale cost.

This is the most serious problem before us and while we are in doubt I shall oppose actually handling the books. It is clear from 50 years of sad experience that if money is given to the local managers it will fail to accomplish its full work. On the other hand, we should hesitate to adopt a plan even resembling setting up a wholesale state bookstore for the benefit of New York libraries. We shall be forced to send books from our duplicate department, gifts sent in for distribution, and books in exchange, but I think beyond this that we may devise a system of supervision to guard against paying too high prices as we guard against



unwise selection. We must scrupulously avoid favoritism or commendation of any dealer or publisher ; but from, say, 20 book houses and publishers offering competitive prices we might take the names of the three who would agree to furnish books at the largest discount. We could then announce that any of these three houses would supply at certain rates. If libraries could do as well with local dealers, of course they would buy at home ; but they would know just what was possible after the most careful competitive bids. It is a consideration that the local bookstore should be sustained, but is it not a greater consideration that the limited money available for buying books for the public should be spent in a way to give the greatest public benefit rather than for advancing the interests of any one firm. We shall consider this subject very carefully before taking any action.

#### SCHOOL LIBRARY LAW

*Should the local academy or high school receive the appropriations and maintain a single library for the use of both academy and public?*

**Pres.**—The high school or union school drawing money from this school library fund would have to spend that money on a pedagogic reference library for school use, but it might also maintain a free library with grants from the public library money or from the regents money ; e. g., Albany has a reference library in one room and a circulating library in another.

**W: R. Eastman** — Do we understand that school authorities do not include academies ?

**Pres.**—This law is for the common school system. School authorities means the board of education in cities and union schools and the trustees in districts. It includes tax-supported high schools and academic departments of union schools, but not endowed academies.

I have found some of the most successful libraries to be those that were thrown open and were at once the university library and the public library ; e. g., at Amsterdam and Strassburg universities. The plan has proved a great success. The first question is, can we by combining forces with the academy make it the center of direct instruction, and also the center for library

interests as it is the natural center for university extension courses or classes. The public ought to look to the local academy as the center for all educating influences of the community.

**Member**— I represent a school which is a union free school and also an academy. We are anxious to extend our library. We can get an appropriation for a school library if it can also be a public library. We have an annual appropriation from our district which we hope to have the state duplicate; but if the library is not a public library the interest in it will be so far diminished that it is not likely that we can secure an appropriation.

**Pres.**— This law authorizes the school or other library to turn their books over to a public library.

**Member**— In our case we can hold our library as it is if we can let the public in to the use of fiction.

**Pres.**— This is provided for in § 7. Judge Draper thought the public libraries should report to the regents and be affiliated with the state library. If you keep your library as a piece of the school apparatus it must be kept in the building. If you want to make it a public library your school authorities can appoint three trustees who will run it as a public library. I know of nothing that prevents a circulating library from being in a school building, but it can not be under the public school trustees as such. All public circulating libraries hereafter report to the regents, while school district trustees report to the superintendent of public instruction.

**Sup't J. M. Dolph, Port Jervis**— In 1884 we had no district library but set about getting one. The district made an appropriation of \$1000 and we obtained the same amount from the regents. This library has not been in the school building yet; it has been in rooms hired for the purpose. We have no trustees except our board of education, who are owners and controllers as representatives of the district. We have expended about \$1000 a year from that time to this in adding to our library, and we have now a library of which our town is proud and for which we are glad to vote money. We have at the same time kept in one of our school buildings a reference library bought from time to time. Last year we bought \$1000 worth of books, which are



cataloged with the other books and are marked reference books and kept at the academy. In our case the board of education has entire charge of the library and has had from the beginning. It appears to me, if I read this law correctly, that our board of education has to legislate itself out of office as a board having charge of the library and that it must appoint or elect trustees to have charge of a circulating library.

**Pres.**—If it is a high school library getting its money from the regents it can continue, but if the library draws a share of the \$55,000 it must appoint new trustees for the public library but the school board retains charge of the school library. The circulating library reports to the regents while the school library reports to the superintendent of public instruction.

**Sup't Dolph** — They always have reported to the regents.

**Member** — As I understand this law, the money that comes with the public school money from the state superintendent must be expended for our reference library. We must keep that reference library in the school building in charge of a teacher and we must sever the connection between the reference and circulating libraries.

**Pres.**—Yes. The books that belong to the school apparatus of the public schools are reported to the other department, but the public library system comes entirely over to the regents in connection with the state library.

**Prin. A. C. Hill** — Is there any difference between a high school library and a common school library ?

**Pres.**—The point is simply if you draw money from this \$55,000 for your high school you must put it into reference books and report them to the state superintendent, but he has nothing to do with books bought from regents' or public library money. Our study was on the public library law. This school library law as passed was a compromise bill. It will be revised this coming year with the public school law and I hope we can then clear it of this confusion. Union schools and high schools draw money from the department of public instruction ; but as they report to

the regents on other matters they ought to report also as to their school library and we shall try to have this simplified.

**Prin. R. S. Keyser** — Our building has one suitable library room. We have just one library and that library started from an appropriation from the people. The idea is to use it as a district library. Every now and then when we come to a special topic in the regents' examinations, we lay out a portion of the books that are wanted. Otherwise all the books except cyclopedias and dictionaries are circulated. If we should say to the public, you can not get any books from our library, we should never get another cent appropriated for school libraries.

**Pres.** — Under this law your trustees can appoint trustees to take care of the circulating department, and then you will be competent to draw money from the public library fund. The law does not forbid your school to allow the new library trustees to keep these circulating books in the building.

**Member** — Is the principal of the school ex-officio librarian of this circulating department ?

**Pres.** — No.

**Member** — If he should be, he becomes so on the salary the trustees choose to give him ?

**Pres.** — That is wholly a matter between him and the trustees. The law says nothing.

**W: R. Eastman** — Is there any public library fund available after October 1, 1893 ?

**Pres.** — The law reads "Such sum as shall have been appropriated by the legislature as public library money shall be paid annually by the treasurer, on the warrant of the controller, from the income of the United States deposit fund, according to an apportionment to be made for the benefit of free libraries by the regents in accordance with their rules and authenticated by their seal." We think it wiser to come to the legislature every year and report the condition of affairs. If you fix the amount in the law you are tied down to that. For this year's work in the other bill you will see that § 10 provides that for the fiscal year begin-



ning October 1892 there shall be paid \$25,000 for public library money. It was useless to ask the legislature for a dollar. Those who were interested said, "we are willing to do these things but you must not ask anything that will swell the budget this year." They consented for this year to let \$25,000 out of the annual \$55,000 be used for public library money. Next year we must go to the legislature, report, and ask them for such appropriation as seems necessary. This was the only way in which we could get the law passed this year.

We have this matter in shape now to go ahead. We want to follow it up specially in the first three months of the next fiscal year. When the legislature comes we shall have had only three or four months start. We want not only to get it going for its own sake but for the sake of showing it to the legislature. Stimulate people as far as you can to go to work next fall. We will send some one to your town from the state library for a day or two to look over the ground and give such assistance as he can, and nothing will be charged beyond his traveling expenses. If you have some one for a number of weeks we will make just charges enough to guard against criticism. Let us do all we can to push this public library matter along this coming year.

*Adjourned.*

## APPENDIX 3: GIFTS OF BOOKS, PAMPHLETS, ETC.

1 Oct. 1891 — 30 Sept. 1892

COMPILED BY S. B. GRISWOLD, LAW LIBRARIAN

GIVEN BY	Other	Vols.	Pam.
Aberdeen (Scotland) — Public library			1
Academic observer, Utica			9
Academy miscellany, Port Jervis			10
Academy of natural science, Philadelphia, Pa.			2
Academy of science, St Louis, Mo.			3
Academy press, Round Lake			1
Adams, C. C., Weedsport			2
Adams, C. F., Boston, Mass.		1	
Adams collegiate institute			1
Addison free academy			1
Adelbert college, Cleveland, O.		3	64
Adelphi academy, Brooklyn			4
Alabama (state)		3	
agricultural experiment station, Uniontown			6
auditor			1
geological survey, Tuscaloosa		1	
treasurer			1
Albany (city)		1	
board of public instruction		2	
high school			2
water commissioners			6
Albany (co.) almshouse			1
penitentiary			2
Albany college of pharmacy			1
female academy			1
alumnæ			1
hospital			1
law school			1
medical annals			12
medical college			5
orphan home			1
Y. M. C. A.		7	887
Alfred university, Alfred Center			7
Allyn and Bacon, Boston, Mass.		2	
Alpha Phi quarterly, Syracuse university			2



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
American academy of arts, etc., Boston, Mass.		1	
antiquarian society, Worcester, Mass.			2
ass'n for advancement of science, Salem, Mass.		1	
bar association, Philadelphia, Pa.		1	
board of com'rs for for. missions, Boston, Mass.		1	2
book co., New York		9	
chemical society, New York		16	
church missionary society, New York			8
female guardian society, New York			1
geographical society, New York			4
grocer, New York			52
humane association, Louisville, Ky.			1
institute of electrical engineers, New York			7
of homeopathy, Philadelphia, Pa.		1	
mining engineers, New York			4
journal of education, St Louis, Mo.			6
of pharmacy, Philadelphia, Pa.			12
meteorological society			2
missionary			12
monthly, Washington, D. C.			3
museum of natural history, New York			28
pharmaceutical association, Philadelphia, Pa.		1	
philosophical society, Philadelphia, Pa.			5
physicians and surgeons, New Haven, Ct.		1	
Sabbath tract society, Alfred Center			9
school, Cleveland, O.			6
school board journal, Chicago, Ill.			8
seamen's friend society, New York			1
society for extension of university teaching		1	44
soc. for prevention of cruelty to animals, N. Y.			1
of church history, New York		1	3
of civil engineers, New York			22
veterinary college			2
Amherst (Mass.) college			3
literary monthly			2
Amsterdam (Nether.) K. akad. van Wetenschappen		6	1
(N. Y.) academy			1
Andover (Mass.) theological seminary			1

## GIFTS OF BOOKS, PAMPHLETS, ETC.—(continued)

GIVEN BY	Other	Vols.	Pam.
Annales des ponts et chaussées			13
Appleton, D., and co., New York		1	5
Arizona (ter.)		1	
agricultural experiment station, Tucson			1
Arkansas (state)		4	
agricultural experiment station, Fayetteville			2
bureau of mines			1
state lunatic asylum			1
Association of collegiate alumnæ, Boston, Mass.			2
of engineers society, Chicago, Ill.		11	
Astor library, New York			1
Atlanta (Ga.) university			9
Augsburg seminary, Minneapolis, Minn.			1
Augustana college, Rock Island, Ill			8
Australian museum, Sydney, N. S. W.		1	2
Austria, K. K. geol. reich., Vienna			15
K. K. naturhist. hof-mus., Vienna			2
Avery, E. M., Cleveland, O.			1
Back, A. W. T., Binghamton			2
Baden statistical bureau, Karlsruhe			7
Baillie's institute free library, Glasgow, Scotland			1
Bainbridge union school			1
Balch, S. W., Yonkers	1		
Baldwinsville academy			2
Ballinger, J., Cardiff, England			1
Baltimore (Md.) (city) school commissioners			1
Baltimore (Md) and Ohio railway employees' ass'n			2
charity organization society		1	2
corn and flour exchange		12	
H. Watson children's aid society			1
society for protection of children			2
T. Wilson sanitarium			2
Bangor (Me.) board of trade			2
public library			1
Banks and Bros., Albany		1	1
Bardeen, C: W., Syracuse		4	17
Bardwell, W. A., Brooklyn			1
Barnard college, New York			2
Barnes, W., jr, Albany			10
Barton, G. DeF., New York			19



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Bastable, C. U., Rochester			1
Batavia union school			1
Bates college, Lewiston, Me.			1
Bausch and Lomb optical co., Rochester			4
Baylor college, Waco, Tex.			1
Beer, William, New Orleans, La.	12		
Bellevue hospital medical college, New York			1
Beloit (Wis.) college			1
Benzonia (Mich.) college			1
Bergen (Nor.) museum		1	
Berry, J. M., Worcester, Mass.			1
Berry, J. V., New York		1	
Betts, J. A., Kingston			2
Betts, Jud. A., Catskill			1
Black, A. D., Jacksonville, Ill.		1	
Blakely, T., Otego			2
Blymyer iron works co., Cincinnati, O.			8
Book news, New York			12
Borre, A. P. de			1
Boston, (Mass.) (city)		3	
auditor		1	
city hospital		1	
health department			1
mayor			1
overseers of poor		1	
public library		1	2
school commissioners			1
Boston (Mass.) associated charities			17
benevolent fraternity of charities			7
house of good Samaritan			1
Lying-in hospital			1
Mt Auburn cemetery			1
museum of fine arts			1
provident association			1
society of natural history			2
university		1	1
and Providence (R. I.) railroad			4
Bowdoin college, Brunswick, Me.			3
Brazil Bibliot. nacional, Rio de Janeiro		9	
Bremer, Dr L., St Louis, Mo.			1

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Brewers' guardian, London, Eng.			18
Bridgeport (Ct.) assoc. charities for industrial relief			1
board of education			1
Brinton, D. G., <i>M. D.</i> , Media, Pa.			1
Bristol (Mass.) county agricultural society			1
British Guiana		1	
Brockport state normal school			1
Brookline (Mass.) public library			2
Brooklyn (city) board of education			2
bureau of charities			1
department of parks		1	
institute			7
library			2
Brooklyn children's aid society			1
daily eagle		1	362
eclectic dispensary			1
eye and ear hospital			1
Hebrew orphan asylum society			1
industrial school association			1
institute of arts and sciences			7
nursery infants' hospital			2
St Catharine's hospital			1
St Phebe's mission			1
sheltering arms nursery			5
society for prevention of cruelty to children			2
union for Christian work			1
Y. M. C. A.			1
Brown, Nina E., Albany			2
Brown university, Providence, R. I.			1
Browne, D. L. S., New York		7	39
Bruxelles. Academie royale des sciences de Belgique		13	1
Bryant, Prof. Wm. M., Webster Grove, Mo.		4	
Bryn Mawr (Pa.) citizens' association			1
college			1
Buchtel college, Akron, O.			21
Buffalo (city) library			1
park commissioners			1
water commissioners			15
Buffalo builders' association exchange		1	3
charity organization society			1



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Buffalo — ( <i>continued</i> )			
college of pharmacy			3
evening news			169
eye and ear infirmary			2
historical society			1
law school			1
medical and surgical journal			12
merchants' exchange			1
orphan asylum			2
society of natural science			1
state normal school			1
university medical department			2
Bunker Hill monument association, Boston, Mass.		1	
Bureau of anthracite coal statistics, Philadelphia, Pa.			12
Burg, J. F., Albany	12		
Burnham industrial farms, Canaan Four Corners			3
Burns and co., New York		4	8
Business, New York			2
Butler, E. H. and co., Philadelphia, Pa.		1	
Butler hospital for insane, Providence, R. I.			36
Cadley, E. B., Brooklyn		2	
California (state)		16	
agriculture, state board of		2	
agric. college, Univ. of California, Berkeley			
exper. sta. Univ. of California, Berkeley		1	67
bureau of labor statistics			1
home for feeble-minded children, Santa Clara			3
state library, Sacramento		1	
mining bureau, San Francisco			4
California academy of science, San Francisco			1
historical society		1	
university, Berkeley			16
Call, R. Ellsworth, Des Moines, Ia.			1
Cambridge (Eng.) university			5
(Mass.) associated charities			1
school for girls			1
(N. Y.) union school			1
Campus, Rochester			21
Canada (dominion)		25	
archivist		2	

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Canada — ( <i>continued</i> )			
auditor general, Ottawa		4	
central experiment farm, Ottawa			11
geological survey, Ottawa			4
minister of agriculture			10
customs, Ottawa		3	
education		8	
fisheries			14
inland revenue, Ottawa			4
interior			2
railways			1
patent office			11
Canadian institute, Toronto			3
Canandaigua academy			1
Canebrake agricultural exper. sta. Uniontown, Ala.			3
Canfield, T. H., Burlington, Vt.			1
Canisius college, Buffalo			3
Cardiff free libraries, England			1
Carleton college, Minn.	2		36
Carswell co., Toronto, Can.		1	
Carthage (Ill.) college			18
Cary, Rev. S. C., Gardner, Mass.			1
Castleton (Staten Is.) charity organization society			1
Castleton (Vt.) seminary			1
Cathedral school of St Paul, Garden City			1
Catholic reading circle review, Youngstown, O.			1
Cattaraugus union free school and academy			1
Cayuga lake military academy, Aurora			2
Central Pennsylvania college			1
Chautauqua literary and scientific circle			11
Cheever, A. W., Dedham, Mass.			13
Chicago (Ill.) — department of public works		1	
public library	1		1
Chicago — board of trade		1	
law institute			3
relief and aid society			1
university			3
Children's aid society of Pennsylvania, Phila.			2
Chironian			11
Christian Biblical institute, Stanfordville			1



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Christian — ( <i>continued</i> )			
intelligencer			52
Christopher Sower co., Philadelphia, Pa.		13	
Church at home and abroad, Philadelphia, Pa.			12
Cincinnati, O., (city) chamber of commerce		2	
public library			2
Cincinnati (Ohio) society of natural history			3
Clapham (Eng.) public library			1
Clark, D. L.	1		
Clark, J. M., Albany			4
Clark institute for deaf mutes, Northampton, Mass.			1
Clerkenwell public library, London			1
Cleveland (O.) C. C. and St Louis r. r.			4
Clifton Springs female seminary			1
seminary			1
Clinton liberal institute			2
Coats, I. W., Shortsville			2
Colby university, Waterville, Me.			74
Cole, T. L., Washington, D. C.			9
Coleman, N. R., <i>M. D.</i>			1
Colgate academy, Hamilton			2
university			2
College days, Ripon, Wis.			2
mercury, New York			10
of Physicians and Surgeons, Chicago, Ill.			1
New York			1
social economics and political science			1
the city of New York			2
Holy Cross, Mass.			64
rambler, Jacksonville, Ill.			6
Colorado (state)		1	
agricultural experiment station, Fort Collins			10
engineer			4
superintendent of public instruction			4
Colorado college			4
Columbia college, New York			11
school of arts			1
institute			1
spectator			18
Columbus (O.) public schools		1	1

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Concordiensis, Schenectady			14
Conkling, Hon. H., Luzerne		1	
Connecticut (state)		6	
agricultural experiment station, New Haven			5
board of education		9	65
health		1	
bureau of labor statistics, Hartford		1	
Storrs school agricultural experiment station, Storrs			2
Connecticut association of civil engineers			5
historical society		1	
society of sons of revolution		3	1
Cook, Thos. and son, New York		1	
Cooper medical college, San Francisco, Cal.			2
union			5
Cooperative union limited, Manchester, Eng.		5	2
Cornell daily sun, Ithaca			123
era, Ithaca			29
university, Ithaca			21
agricultural experiment station, Ithaca		1	15
school of law, Ithaca			1
Cortland state normal school			1
Cotgreave, Alfred, <i>F. R. H. S.</i> , London, Eng.		1	
Council Bluffs (Ia.) free public library			1
Counsel, E., Somerville, Victoria, Australia	2	2	
Cowkeeper and dairyman's journal, London, Eng.			9
Cracovie Academie des sciences			7
Crank, Ithaca			9
Creighton university, Neb.			1
Curtis, Gen. N. M., Ogdensburg			3
Darling, Gen. C. W., Utica	5		
Davenport (Ia.) business men's association			1
Davis, W: W. H.			2
Dean, J. E., Fishkill		1	
Dean, Wm. E., Fishkill	1		1
De Frest, C. R., Albany		1	
De Garmo institute			1
Delaware (state)		2	1
agricultural experiment station			6
Delphian record			1



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Delta upsilon quarterly, New York			4
Denver (Col.) (city) board of education			1
public library	11		152
(Col.) university			11
Depew, <i>Hon.</i> C. M., New York		1	1
Detroit (Mich.) (city) board of trade			6
public library			3
water commissioners			30
Dewey, Melvil, Albany		13	60
Dewey, <i>Mrs</i> M., Albany			1
DeWitt, Jane, Albany		12	
Dickhaut, <i>Rev.</i> B. E., Fishkill			1
Dillingham, C. T. and co. New York		1	
District of Columbia associated charities			1
Doane college, Crete, Neb.			9
Dodge, R. E. and co. New York		1	
Draper, <i>Hon.</i> A. S., Albany		1	
Drexel institute, Philadelphia, Pa.			1
Drury college, Springfield, Mo.	1		24
Duluth (Wis.) board of trade			7
Dunn, T. P., Indianapolis, Ind.			2
Dunning, C. T., Groshen			2
Earlham college, Richmond, Ind.			13
Eastern Lutheran, Hartwick seminary			12
Eastman, W. R., Albany			36
Educational gazette, Rochester			9
Edwards, <i>Hon.</i> J. T., Randolph		1	
Electrical review, New York			52
world, New York			38
Elisha Mitchell scientific society, Chapel Hill, N. C.			1
Ellis, G. H., Boston, Mass.			1
Ellithorp, E. J., Palatine Bridge			1
Elmira academy of sciences			1
college			9
college art department			1
gazette			156
Enoch Pratt free library, Baltimore, Md.			2
Erskine college, Due West, S. C.			1
Esoteric, Applegate, Cal.			6
Essex institute, Salem, Mass.		2	

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Eureka (Ill.) college			1
Fairfield county historical society, Bridgeport seminary			1 2
Fair Haven union school			2
Farnsworth, J. P., Providence, R. I.		1	
Fauna verein Luxemburgher natur			3
Fellows, Jas. E., Albany		1	
Fernow, B., Albany			3
Findlay (O.) college			1
Firenze-Biblioteca nazionale centrale			25
Fisk teacher's agency, Boston, Mass.			1
Fletcher free library, Burlington, Vt.			2
Florida (state)		6	
agricultural experiment station, Lake City			12
controller			1
Flushing institute			1
Folio, Boston, Mass.			12
Foote, A. A., Morrisville			1
Foote, Lt. A. R., Washington, D. C.			2
Fort Covington academy			1
Fort Edward collegiate institute			1
Fort Orange club, Albany		95	
Forestville free academy			1
Foster, W. E., Providence, R. I.			1
Fox, Col. W. F., Albany,			1
Franklin, Benj., Ovid			1
Franklin academy			2
co. (O.) children's home			1
institute, Philadelphia, Pa.		4	18
Fredonia state normal school			1
Free Russia, New York			12
French, Hon. A. P., Mt Vernon			1
French Mrs John H., Holley		1	
French Mrs Mary E. W., Holley		1	
Friends academy and commercial college			2
Friends free library, Germantown, Pa.			1
Fumagalli, G., Milan, Italy			3
Funk and Wagnalls, New York			52
Gardinier, J., Albany		8	
Gardner, C. J., Warsaw			1



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
General synod of reformed church in America			1
theological seminary			1
Genesee Wesleyan seminary			1
Geneseo state normal school			2
Geneva public school			2
(Switz.) university			2
Geological society of America, Rochester		2	
London		1	
Geologiska Foreningens, Stockholm, Sweden			7
Georgetown (D. C.) college			3
university			20
Georgia (state)		5	
agricultural experiment station			10
agriculture		6	4
state lunatic asylum			1
Germantown library association, Philadelphia, Pa.			1
Getman, N., Johnstown			1
Gilmore, Geo. C., Manchester, N. H.		1	
Ginn and co. Boston, Mass.		9	1
Glens Falls academy			3
Gloversville free library			1
Goodloe, D. R., Washington, D. C.			3
Gordon, H. L., Minneapolis Minn.		1	
Göttingen. König. univ. bibliothek			1
Gould, S. C., Manchester, N. H.			1
Gouverneur seminary			1
Grand Rapids (Mich.) public library			1
Great Britain. Great seal patent office, London			19, 205
Meteorological office, London,		3	9
Great eastern railway co.		2	
Green, Dr S. A., Boston, Mass.		4	84
Greene union school and academy			2
Greenport union school			1
Greenwich union school			2
Gregory, H. E., New York			1
Griffin, Prof. W. Hall			5
Griffis, Wm. E. D. D., Boston, Mass.			1
Griswold, S. B., Albany		1	19
Groton union school			1
Guernsey, R. S., New York	1		

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Gunther, C. F., Chicago, Ill.	1		
Gurley, W. and L. E., Troy		10	
Hahnemann medical coll. and hospital, Chicago, Ill.			1
Hale, Chas. M., Gouverneur			2
Hall, <i>Dr</i> James, Albany			1
Hamilton literary monthly			29
(Can.) public library			1
(Can.) association			1
Hancock union school			2
Hanover college, Ind.			4
Harper and Bros., New York		2	
Harrisburg (Pa.) board of trade			2
Hart, E. M., Union Springs			1
Hartford (Conn.) (city) asylum for deaf and dumb			1
board of trade		1	4
city missionary society			8
library association			1
seminary record			6
theological seminary			1
Hartwick seminary			4
Harvard university, Cambridge, Mass.			17
museum of comparative zoology			3
seminary of American history			1
Harwood, Ames and Kelley, Lincoln, Neb.			1
Hastings, Hugh, New York	1		
Hayes, Chas. W., <i>D. D.</i> , Westfield			1
Hazen, Rev. Henry A., Boston, Mass.		2	
Heath, D. C. and co., Boston, Mass.		17	1
Helena (Mont.) board of trade			5
Hendrix college, Conway, Ark.			4
Hereford (Eng.) times	1		
Heroy, S., Poughkeepsie			1
Hesperus			1
Hesse Darmstadt—Central-stelle f.d. landesstatistik		3	2
Hill, <i>Hon.</i> D. B., Albany		1	
Hinckley, O. D., Clymer			1
Hiram (O.) college			4
Hist. soc. of southern California, Los Angeles		1	
Hobart college, Geneva		13	61
Holt, Henry and co., New York		5	



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Home missionary, New York			12
Hooker, J., Hartford, Conn.		1	
Horsford, <i>Prof.</i> , E. N., Cambridge, Mass.		1	
Houghton, Mifflin and co., Boston, Mass.		7	
Houghton record, Clinton			1
Hovey and co., Boston, Mass.			1
Howard association, London, Eng.		1	
benevolent society, Boston, Mass.			7
memorial library, New Orleans, La.			1
Howell, G: R., Albany		1	485
Howell, <i>Mrs</i> Mary S., Albany			1
H. Sophie Newcomb memorial college, New Orleans, La.			1
Hubbard, A. S., San Francisco, Cal.		1	
Hudson house of refuge for women			2
Hugenot society of America, New York		1	1
Hun, M. T., Albany			30,000
Hungerford, <i>Col.</i> D. E., Rome, Italy		1	
Hunter public school			1
Huntington, Abel, <i>M. D.</i> , New York		1	
Illinois (state)		4	
agricultural department of			4
agricultural experiment station			3
canal commissioners			2
coal statistics			1
eastern hospital for the insane, Kankakee			1
entomologist			2
equalization board			1
Illinois state historical society			1
horticultural society			16
laboratory of natural history			3
Imperial university of Japan, Tokio			2
India. Geological survey, Calcutta			5
Indiana (state)		23	1
agricultural experiment station, La Fayette			22
auditor		1	
board of health			1
central hospital for insane, Indianapolis			1
custodian of public buildings			2
superintendent of public instruction			8

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Indiana — ( <i>continued</i> )			
tax commissioners			1
historical society, Indianapolis			1
horticultural society			3
reform school for boys, Plainfield			2
Indianapolis (Ind.); Charities			1
Industrial world, Chicago, Ill.			53
Ingham university			1
Institution bulletin, Glen Ellen, Cal.			4
Intelligence, Chicago, Ill.			20
International medical missionary society, New York			1
Invention, London, Eng.			10
Iowa (state)		1	
adjutant general			1
agricultural society			7
hospital for insane, Independence, Mt Pleasant			1
inst. for feeble minded-children, Glenwood			2
railway commissioners		1	
state agricultural college and farm			2
weather and crop service, Des Moines			1
Iowa churchman, Davenport			11
school journal, Des Moines			7
state university, Iowa city			5
stock breeders' association			4
Ironmonger, London, Eng.			10
Irvingtown public school			1
Ithaca high school			1
Jamestown board of education			1
Japan departm-nt of education			7
Jersey City (N. J.) free public library			1
John B. Stetson university, De Land, Fla.			2
Johns Hopkins university, Baltimore, Md.			25
Johnston, D. V. R., Albany		1.	5
Jones, W. I., Penn Yan			2
Jordan free academy			2
Joseph Dixon crucible co., New York			1
Journal of American orthoepey, Ringos, N. J.			9
K. Akad. van wetenschappen, Amsterdam, Holl.			6
Kansas (state)		3	2
agricultural experiment station, Manhattan			33



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Kansas — ( <i>continued</i> )			
bureau of labor statistics, Topeka		1	
institute for deaf and dumb			1
railway commissioners		1	
superintendent of insurance		3	
Kansas City provident association			1
state historical society		1	5
university, Lawrence			9
Kellogg, E. H., Wolcott			1
Kentucky (state)		11	1
agricultural experiment station, Lexington			7
American printing house for blind, Louisville			3
auditor		1	
board of agriculture		1	
geological survey, Frankfort		2	
institute for education of blind, Louisville			2
superintendent of public instruction			1
west. Kentucky lunatic asylum			2
state teachers' association			4
Kenyon college, Gambier, O.		3	101
Kenyon collegian, Gambier, O.			6
Keuka college and Keuka institute			3
Kindergarten magazine, Chicago, Ill.			5
King, E. S., Ellicottville			1
King, Rufus, Yonkers		1	
Kings co. dep't of charities and corrections, Brooklyn		2	
inebriates' home, Fort Hamilton			2
Kip, Leonard, Albany			1
Kjöbenhavn, K. nord. old. selsk., Denmark			2
Knapp, Gov. L. E., Sitka, Alaska			5
Knight, <i>Prof.</i> William			60
Koetteretz, J. B., Albany	1		
Königliche technische hochschule, Berlin, Germany			1
La Crosse (Wis.) board of trade		1	1
Lake Forest (Ill.) university			3
Lancey, E. F. de, New York			1
Landreth, D. and sons, Philadelphia, Pa.			6
Laval university, Quebec			1
Lawrence (Mass.) city mission			1
Lawton, A. W., Auburn			3

GIFTS OF BOOKS, PAMPHLETS, ETC.— (*continued*)

GIVEN BY	Other	Vols	Pam.
Lawton, Chas. D., Lawton, Mich.			1
Leach, Shewell and Sanborn, Boston, Mass.		5	
Leader, Wichita, Kan.			9
Learned, <i>Hon.</i> Wm. L., Albany		1	135
Learner and teacher, New York			8
Lehigh university, South Bethlehem, Pa.			2
Leland Stanford Junior university, Palo Alto, Cal.			38
Le Roy (N. Y.) ladies' library association			1
Letchworth, <i>Hon.</i> W: P., Buffalo			1
Librairie Française, Saint Peres, Paris, France			3
Library bulletin, Springfield, Mass.			12
news, Newark, N. J.			10
record, Jersey City, N. J.			4
Linnæan society, New York			6
Lippincott, J. B. co., Philadelphia, Pa.		1	
Literary and historical society of Quebec, Can.			1
Literary digest, New York			52
news, New York			12
Little Falls academy			1
public school			2
Little Rock (Ark.) board of trade			2
Liverpool (Eng.) free public library			1
Liverpool union school			1
Locke, <i>Hon.</i> S. D., Hoosick Falls			1
Lockport daily journal			308
Locomotive, Hartford, Conn.			9
London (Eng.) St Martin-in-the-fields library			1
Long Island. Church charity foundation, Brooklyn			1
college hospital			4
Los Angeles (Cal.) board of trade			2
public library			7
Louisiana (state)		4	4
agricultural experiment station, Baton Rouge			8
Louisville (Ky.) charity organization society			1
Lowdermilk, W. H., Washington, D. C.	1		
Lynn (Mass.) associated charities			1
public water board			1
Maatschappij der Nederl. lett. te Leiden,			2
McCall, H. S., jr, Albany		1	
McClanathan, John, *Hague			1



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
McConnell, A., Bath			1
MacDonald, Dr C. F., New York			1
McGill university, Montreal			4
Mackenzie, Miss Harriot, Braemar, Scotland		2	
Macmillan and co., New York		19	
Madison union free school			1
Madison (Wis.) water works			7
Maimonides library, New York			1
Maine (state)		18	8
agricultural experiment station, Orono			5
bank examiner, Buckfield		1	
bureau of labor statistics		1	
board of health, Augusta		1	
executive department			1
insane hospital, Augusta			2
state college of agriculture			2
state prison			1
reform school, Cape Elizabeth			1
treasurer		1	
veterinary surgeon, Augusta			1
Maine industrial school for girls, Hallowell			2
Malden (Mass.) public library			1
Malone village school district			1
Maloy, H. A., Albany			4
Manchester (Eng.) museum, Owens college			3
public free library		12	1
Manchester (N. H.) water commissioners			15
Manitoba historical scientific society, Winnipeg			6
Manlius union school			1
Mariners' family asylum, Staten Island			1
Maritime association of New York			8
Marion co. (Ind.) board of children's guardians			1
Marquette college			1
Marsh, L. R., Middletown			1
Maryland (state)		6	
adjutant general			1
agricultural college, College Park			4
experiment station, Prince Geo. co.			9
asylum for feeble-minded			1
hospital for insane			2

GIFTS OF BOOKS, PAMPHLETS, ETC. —(*continued*)

GIVEN BY	Other	Vols.	Pam.
Maryland — ( <i>continued</i> )			
lunacy commission			1
Maryland historical society, Baltimore		1	
institute, Baltimore			23
prisoner's aid association			1
school for deaf and dumb, Frederick			1
Massachusetts (state)		16	1
adjutant general		1	
agricultural experiment station, Amherst			6
auditor		1	
board of lunacy and charity		1	
commissioner of public records of companies, etc.			2
Danvers lunatic hospital			2
eye and ear infirmary, Boston			1
fisheries and game commissioners			20
free public library commission			1
gas and electric light commissioners			7
Hatch experiment station, Amherst			19
home for intemperate women, Boston			1
general hospital, Boston			2
Northampton lunatic hospital			1
primary and reform school			1
railway commissioners			1
school for feeble-minded children, So. Boston			1
state almshouse, Tewksbury			2
Taunton lunatic hospital			1
Westborough insane hospital			1
Worcester lunatic hospital			1
Massachusetts charitable mechanic association			44
historical society, Boston		1	
institute of technology			2
medical society			2
Medical tribune, New York			12
Medina free academy			1
Melville, J. C., Elmira			1
Memphis (Tenn.) cotton exchange			2
merchants' exchange			8
Meneely and co., West Troy			2
Merrill, J. H., Philadelphia, Pa.		1	
Metcalf, H., Canandaigua			1



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Metropolis law school			1
Mexico academy			1
Michigan (state)		43	16
agricultural college experiment station		5	14
attorney-general			1
auditor			1
bureau of labor statistics			2
fish commission			1
secretary of state, Lansing		1	
state normal school			1
school for dependent children, Coldwater			1
superintendent of poor			1
treasurer			1
Michigan university, Ann Arbor			5
Middlebury college			11
Middlesex co. (Mass.)			1
Milano. Reale ist lomb.		4	5
Milford (Mass.) high school graduates' association			1
Millard, J. L., Riverhead			1
Miller, Geo. D., Albany		1	15
Miller, W., New York		1	
Milwaukee (Wis.) (city) associated charities			1
chamber of commerce		1	9
public library			2
public museum			2
Minneapolis (Minn.) (city) associated charities			1
public library			2
Minnesota (state)		9	
agricultural exper. stat. St Anthony Park			4
board of charities			3
geol. and natural hist. survey, Minneapolis			1
hospital for insane, St Peter			1
state reformatory			1
Minnesota education association, St Paul			4
university			1
Mississippi (state)		4	
agricultural experiment station, Starkville			9
university			4
Missouri (state)		11	

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Missouri — ( <i>Continued</i> )			
adjutant general		1	
agriculturel, state board of		1	
agricultural experiment station, Columbia			4
auditor, Jefferson city			1
bureau of labor statistics	1	1	
insurance department		1	
railway commissioners		1	
state lunatic asylum, no. 2, St Joseph			1
no. 3, Nevada			1
Moll, <i>Rev.</i> Max, Rochester		2	
Montana (state)		4	
state board of equalization		1	
Montana society of framers of the constitution			1
Montreal board of trade			5
Moravia union graded school			1
Morning telegram, Plattsburg			309
Morris, Tasker and co. Philadelphia, Pa.			1
Morris union school			2
Morrisville union school			1
Morton, H., <i>Ph D.</i> , Pine Hill		1	
Mount Holyoke (Mass)			6
seminary and college, South Hadley, Mass.			2
Mount union (O.) college			3
Muhlenberg college, Allentown, Pa.			22
München. K. B. akad. der wissenschaften		1	16
Munn and co., New York		1	
Musée Teyler, Harlem, Netherlands			1
Museum national de Rio de Janeiro, Brazil			1
Nashville (Tenn.) merchants' exchange			3
university		1	11
National association of builders, Boston, Mass.		6	10
wool manufacturers, Boston, Mass.			4
civil service reform league, New York			2
eclectic medical association, Newark, N. J.			1
grange of patrons of husbandry, Washington			10
league for protection of Amer. institutions, N. Y.			13
wood manufacturing co., New York			1
summer school, Glens Falls			11
Natural scientific association, Staten Island			8



GIFTS OF BOOKS, PAMPHLETS, ETC.—(*continued*)

GIVEN BY	Other	Vols.	Pam.
Naturalists' leisure hour and monthly bulletin, Philadelphia, Pa.			4
Naturwissen. gesell. isis. in Dresden			1
Nebraska (state)		14	
agricultural experiment station, Lincoln		1	10
Nebraska state historical society, Lincoln		2	
university, Lincoln			3
Nevada adjutant general			1
agricultural experiment station, Reno			8
controller			1
New England association			5
New Hampshire (state) college and prep. school		13	
agricultural experiment station, Durham			2
asylum for insane, Concord			1
treasurer		1	
New Haven (Conn.) free public library			2
organized charity association			1
New Jersey (state)		17	
adjutant general			2
agricultural experiment station, New Brunsw- wick			25
assessors, state board of		1	
board of agriculture, Trenton		9	3
health, Trenton			1
bureau of labor statistics		1	
controller		1	
dairy commissioners			4
home for disabled soldiers, Kearney			2
insurance		3	
quartermaster general			2
riparian commissioners			2
state geologist		2	
industrial school for girls, Trenton			1
institution for feeble-minded women			2
librarian		1	
lunatic asylum, Trenton			1
prison		1	
reform school, Jamesburg			2
treasurer		1	1
weather service, New Brunswick		1	

GIFTS OF BOOKS, PAMPHLETS, ETC.—(*continued*)

GIVEN BY	Other	Vols.	Pam.
N. J. historical society, Newark		2	62
state charity aid association, Trenton			2
New London co. (Conn.) historical society			2
New Mexico agricultural exper. sta, Las Cruces			9
superintendent of public instruction			2
New Paltz state normal school			1
New South Wales (gov't), Sydney		19	1
department of mines, Sydney		9	
statistician, Sydney			3
New York (city) city record		12	230
controller		2	
department of docks		3	
education			4
health		1	
public works			15
fire department		3	
New York (city). American institute			9
Apprentices' library			1
Association for befriending children			4
Baptist union for ministerial education			1
bar association		1	1
Berachah orphanage			2
Bethlehem day nursery			1
board of trade		1	
Cancer hospital			1
Chamber of commerce		1	
Charity organization society			2
Children's aid society			1
Children's fold			1
Christian home for intemperate men			1
Colored home and hospital			1
Colored orphan asylum			1
Consolidated stock and petroleum exchange		3	
Demilt dispensary			1
District railway co.			20
Eye and ear infirmary			1
Free home for destitute young girls			1
General society of mechanics and tradesmen		3	6
German hospital and dispensary			1
odd fellows home association			1



GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
New York (city) —( <i>continued</i> )			
west side dispensary			1
Good samaritan dispensary			2
Hebrew sheltering guardian society			2
Home for aged Hebrews			1
of industry			1
House of the Holy Comforter			2
mercy			3
rest for consumptives			1
Jerry McAuley Water st. mission			1
Juvenile asylum			2
Ladies' Christian union			2
Mercantile library			1
Messiah home for children			2
M. E. church home			2
Midnight mission			4
Mission and tract society			1
of our Lady of the Rosary			1
Mother's home			1
New Amsterdam eye and ear hospital			1
N. Y. catholic protectory			1
college for the training of teachers			2
of dentistry			1
of magnetics			1
dispensary			1
homeopathic medical college and hospital			1
infirmary for women and children			1
medical college and hospital for women			1
port society			1
skin and cancer hospital			1
Northeastern dispensary			4
Northern dispensary			2
Nursery and child's hospital			1
Peabody home for aged and indigent women			1
Presbyterian home for aged women			1
Produce exchange			1
Protestant episcopal mission society			1
Roosevelt hospital			1
St Francis hospital			1
St Mary's free hospital			1

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
New York (city) — ( <i>continued</i> )			
St Vincent de Paul orphan asylum			1
Samaritan home for aged			1
Scientific alliance			1
Sheltering arms			1
Society for prevention of cruelty to children			1
relief of destitute blind			1
half-orphan children			1
the ruptured and crippled			1
Trinity church			3
Typothetæ			16
university			1
West side day nursery			1
Wilson industrial school for girls			1
Y. M. C. A.			2
Y. W. C. A.			1
New York (state)		48	
adjutant general			1
agricultural experiment station, Geneva			8
asylum for insane criminals, Auburn			1
attorney general			1
Buffalo state hospital			1
bureau of statistics of labor		2	
commissioners of fisheries		4	
statutory revision			2
controller			96
custodial asylum for feeble-minded women, Newark			2
forest commission			4
governor		75	
homeopathic hospital for the insane, Middletown		2	
Hudson river state hospital for insane			1
institute for the blind, Batavia			1
N. Y. city			1
deaf and dumb, N. Y. city			2
Le Couteulx St Mary's institute for deaf and dumb, Buffalo			2
meteorological bureau, Ithaca		2	40
N. Y. hospital and Brooklyn asylum			1
Northern N. Y. inst. for deaf mutes, Malone			1



GIFTS OF BOOKS, PAMPHLETS, ETC.— (*continued*)

GIVEN BY	Other	Vols.	Pam.
New York (state) — ( <i>continued</i> )			
St Joseph's institute for deaf mutes, Fordham			1
St Lawrence asylum for insane, Ogdensburg			1
Secretary of state		2	3
Soc. for reform of juv. delinquents, Randall's Is.			1
state asylum for idiots, Syracuse			14
board of charities		2	8
health			13
engineer and surveyor			1
industrial school			1
reformatory, Elmira		1	5
superintendent of prisons		3	
Syracuse state inst. for feeble-minded children			1
treasurer		1	
Utica state hospital for insane			1
Western N. Y. inst. for deaf mutes, Rochester			2
Willard state hospital, Willard			1
New York academy of science			4
and Brooklyn bridge		1	8
car wheel works, Buffalo			14
commandery L. L. of U. S., New York			9
dental society			2
dramatic news, New York			16
historical society, New York		2	
microscopical society, Flatbush, L. I.			4
military academy			1
quarterly, Cornwall			2
railroad men, New York			17
state agricultural society		7	10
dairymen's association, Clayville			5
medical society, Albany		1	
sheep breeders' association, Skaneateles		2	
stenographer's association, Troy		1	
teachers' association			1
women's prison association, New York			1
Newark (N. J.) associated charities			1
technical school			1
Newberry library, Chicago, Ill.			3
Newburg free academy			3
historical society		2	

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Newburg — ( <i>continued</i> )			
home for the friendless			2
Newburyport (Mass.) public library			2
Newport (R. I.) charity organization			1
Newton (Mass.) free library			1
Niagara Falls gazette			104
index, Niagara university			19
university			5
Normal college			1
news, Cortland			10
North American practitioner, Chicago, Ill.			3
North Carolina (state)		2	1
agricultural experiment station, Raleigh			4
auditor		1	
bureau of labor		2	
North Dakota (state)		1	3
agricultural experiment station			7
insurance department			1
railway commissioners		1	
North Granville seminary			1
Northwestern university law school, Chicago, Ill.			1
Norwich (Conn.) board of trade		1	2
Nottingham (England) free public library			1
Nova Scotia historical society, Halifax		1	
hospital for the insane, Halifax			1
Nova Scotian institute of sciences, Halifax			1
Nutting, H. D., Oswego			1
Oberlin (O.) college			2
Ogden college, Bowling Green, Ky.			2
Ohio (state)		17	
adjutant general			2
agriculture, board of			7
agricultural experiment station, Columbus			10
auditor		1	
board of public works			9
state charities		1	
bureau of labor statistics		1	
children's home, Marietta			1
common school, commissioners of			1
inspector of mines			1



GIFTS OF BOOKS, PAMPHLETS, ETC.—(*continued*)

GIVEN BY	Other	Vols.	Pam.
Ohio (state) — ( <i>continued</i> )			
inspector of workshops and factories			3
institute for the blind, Columbus			1
insurance department			2
Longview asylum, Carthage			1
meteorology			6
soldiers' and sailors' home, Xenia			1
state university			4
university, Athens			53
Wesleyan university			2
Olmstead, D. H., New York			14
Omaha (Neb.) board of trade			3
public library			5
university			1
Y. M. C. A.			8
Oneida historical society, Utica			1
Oneonta board of education			2
state normal school			1
union free school			1
Onondaga educational council			3
Ontario (province)		25	
agricultural department of. Toronto		1	16
bureau of industries		4	
education minister, Toronto		2	
inspector of prisons, Toronto		3	
Ontario fruit growers' association			9
Open court, Chicago, Ill.			52
Orange (N. J.) associated charities			1
Oregon (state)		1	4
agricultural experiment station, Cornwallis			17
state insane asylum, Salem			2
medical society		1	
Osgood, H. L., Rochester			1
O'Sullivan, M., Syracuse			1
Oswego public school			1
state normal school			1
Otterbein university, Westerville, Ohio			2
Our dumb animals, Boston, Mass.			12
Our language, New York			5
Owego board of school commissioners			3

GIFTS OF BOOKS, PAMPHLETS, ETC.— (*continued*)

GIVEN BY	Other	Vols.	Pam.
Owens college, Manchester, Eng.			1
Oxford university extension office, Eng.			215
P. C. P. alumni report, Philadelphia, Pa.			8
Painted Post union school and academy			1
Palo Alto (Cal.) stock farm			1
Parsons, J. R. jr, Albany		1	
Pawtucket, (R. I.) C. F. and V. F. assoc. charities			1
school committee			1
Peabody educ. fund, trustees of, Boston, Mass.			1
institute, Baltimore, Md.		1	1
Peculiar people, Alfred Center			12
Pennsylvania (state)		19	3
agricultural experiment station, state college		3	4
auditor général		6	
board of agriculture		5	4
public charities		2	
department of public instruction		1	
executive department, Harrisburg		15	
factory inspector, Harrisburg		1	
fisheries commission		3	
geological survey, Philadelphia		4	
hospital for insane, Norristown			1
institute for instruction of blind, Philadelphia			3
the deaf and dumb, Philadelphia			1
insurance department		1	
reform school, Pittsburg			1
state hospital for insane, Danville, Warren, Philadelphia			11
lunatic hospital, Harrisburg			1
penitentiary, eastern district, Philadelphia			25
treasurer		3	
superintendent of printing			1
training sch. for feeble-minded children, Elwyn			5
Western Penn. hospital for insane, Dixmont			10
Pennsylvania military academy			11
mus. and sch. of industrial arts, Philadelphia			4
society of sons of the revolution		1	
state college		1	1
university, Philadelphia			12
Pernin, H. M., Detroit, Mich.		1	7



GIFTS OF BOOKS, PAMPHLETS, ETC.—(*continued*)

GIVEN BY	Other	Vols.	Pam.
Peters, E. T., Washington, D. C.			1
Phelps, H. P., Albany			1
Philadelphia (city) bureau of water		9	7
Philadelphia art club		1	3
grocers' exchange			1
house of refuge			3
library co.			2
maritime exchange			10
master builders' exchange		2	20
mercantile library			6
produce exchange			8
society for organizing charities			1
vessel owners' association			1
Phillips, Henry, jr, Phila. Pa.		1	.
Phonographic institute, Cincinnati, O.		12	12
magazine			12
Phrenological journal, New York			12
Physical education, Springfield, Mass.			4
Pierce, Butler and Pierce manuf'g. co., Syracuse			4
Pierre university, East Pierre, S. D.			2
Pittsburg chamber of commerce		1	
Plainfield (N. J.) relief association			1
Plainsong and mediæval musical society, London			1
Plattsburg home of the friendless of northern New York			2
state normal school			1
Polytechnic, Troy			10
institute of Brooklyn			2
society of Kentucky, Louisville			12
Poole, W. F., Chicago, Ill.			1
Pope, Col. A. A., Boston, Mass.			4
Porter, C. H., Ghent			1
Portland (Me.) associated charities			1
(Ore.) chamber of commerce			1
society of natural history			1
Porter and Coates		1	
Poughkeepsie water commissioners			15
Power, New York			5
Prag. K. bohm. gesells. der wissen.			3
Pratt institute, Brooklyn			3

GIFTS OF BOOKS, PAMPHLETS, ETC.— (*continued*)

GIVEN BY	Other	Vols	Pam.
Princeton (N. J.) college		1	19
Proctor, L. B., Albany			1
Protestant epis. ch. of U. S. missionary soc. N. Y.			1
Providence (R. I.) (city) health department			9
public library			1
record commissioners		1	1
Pulaski academy			2
Quebec (province)		7	
Queen's college and university			2
Queens co. agricultural society			47
Racine (Wis.) college - Grammar school department			2
Radcliffe library, Oxford, Eng.			2
Rand, McNally, Chicago, Ill.			9
Randall, H. E., Norwich			2
Rathbone, Sard and co., Albany		8	4
Raymond, M. D., Tarrytown		1	
Record society, Manchester, Eng.			1
Reilly, J. S., Wilmington, N. C.			1
Rensselaer Polytechnic institute, Troy			1
Reynolds library, Rochester			1
Rhode Island (state)		3	
agricultural experiment station, Kingston			14
auditor		3	
board of state charities			2
commissioner of dams and reservoirs			10
industrial statistics			1
public schools		1	
railway commissioner		1	
Rhode Island historical society, Providence, R. I.			2
Richfield Springs union school			1
Richmond (Va.) chamber of commerce			1
Rochester (city) water commissioners			1
Rochester academy of science			1
atheneum			1
charity organization society	2		
church home			1
free academy			1
historical society		1	
theological seminary			2
university			1



GIFTS OF BOOKS, PAMPHLETS, ETC.— (*continued*)

GIVEN BY	Other	Vols.	Pam.
Rollins college, Winter Park, Fla.			3
Rome (Italy) Biblioteca nac. centrale Vitt. Emanuele		6	21
Reale accademia dei lincei			33
Round Lake academy			1
Royal agricultural and commercial society of British			
Guiana, Georgetown, B. G.		10	
Royal Dublin society, Dublin, Ireland			6
geographical society, London			12
Irish academy, Dublin			5
observatory, Greenwich, England		1	
physical society, Edinburgh, Scotland			1
society of Edinburgh		1	2
London, England		1	11
New South Wales, Sydney		1	
statistical society, London, England			3
Rushton, J. H., Canton			2
Russia: Comité géologique, St Petersburg			8
Rust university, Holly Springs, Miss.			2
Rutgers college, N. J.			16
Rutland co. (Vt.) agricultural society			10
Sabbath outlook, Alfred Center			9
Sage, A. H., Waterville			1
Saginaw (Mich.) board of trade			1
St Bonaventure's college			1
St John's college, Brooklyn			1
Fordham			1
St Laurent college, Montreal, Can.			4
St Louis (Mo.) (city) public library			1
water commissioners			2
St Louis mercantile library			2
merchants' exchange			12
provident association			1
university			20
St Margaret's school, Buffalo			1
St Mary's (Ky.) college			1
sentinel, St Mary's (Ky.) college			8
St Paul (Minn.) board of control			1
chamber of commerce			1
St Petersburg (Russia) Horti petropolitani			1
Salem (Mass.) public library			2

## GIFTS OF BOOKS, PAMPHLETS, ETC.—(continued)

GIVEN BY	Other	Vols.	Pam.
Samson, G. W.			1
San Francisco (Cal.) free public library			1
San Francisco board of trade			6
chamber of commerce			1
mercantile library			1
produce exchange			5
Saratoga Springs, Education, board of			1
Schoharie republican			52
School and college, Boston, Mass.			6
Scranton, (Pa.) public library			1
Seabury, R., Hempstead			1
Selkirk, Alex., Albany		1	
Seymour, May, Albany			1
Sharp, Katharine L., Chicago, Ill.			1
Sheldon and co., New York		1	
Shiells, R., Neenah, Wis.		1	
Short, <i>Rev.</i> C. L., New Castle, Me.		1	
Sibley, H. O., Syracuse			1
Sydney high school			1
Sigma Phi society, New York			1
Silver, Burdett and co., Boston, Mass.		30	
Silver creek union school			1
Simms, <i>Dr</i> J., San Francisco, Cal.			6
Skinner, W. R., London, Eng.		3	
Slater, John F.			1
Smith, J. C., Brooklyn		1	
Smith, <i>Hon.</i> T. Guilford, Buffalo			10
Smithsonian institution, Washington, D. C.		9	8
Société d'acclimatation, Paris			24
de géol. de Belgique, Liège			3
géol. de France, Paris			5
imp. des naturalistes de Moscow, Russia			8
nat. des sciences natur. de Cherbourg, France		1	
pour l'instruction élémentaire, Paris			6
Society for collegiate instruction of women			2
home study of Holy Scriptures			1
of antiquaries, London, Eng.			2
arts, London, Eng.		1	47
sons of the revolution		2	
to encourage studies at home, Boston, Mass.			2



GIFTS OF BOOKS, PAMPHLETS, ETC.— (*continued*)

GIVEN BY	Other	Vols.	Pam.
South Carolina (state)		13	
Clemson agricultural exper. sta., Fort Hill			2
controller general			1
lunatic asylum			1
treasurer			1
South Dakota (state)		1	
agricultural experiment station, Brookings			29
South Side union school			1
Spalding, J. A., Hartford, Conn.		1	
Spirit of missions, New York			12
Spooner, J. J. B., Lockport			2
Springfield (Mass.) city library			1
union relief association			12
Staikoff, Geo. R., New York	2		
Stanton, <i>Hon.</i> D. H., Malone			1
Starkey seminary, Eddytown			1
State charities record, New York			8
State university of Nevada			1
Staten Island academy			3
Stechert, G. E., New York		3	30
Stephens, W. H., Lowville			1
Stevens and Haynes, London, Eng.		1	
Stillman, Chas., Alfred Center			1
Stilson, A. C., <i>D. D.</i> , Des Moines, Ia.			1
Stirling's and Glasgow public library			2
Stockholm (Sweden) K. biblioteket			1
vetens akad.			6
Storrs agricultural school, Mansfield, Conn.			1
Stout, A. Morris, New York		17	465
Straight university, New Orleans, La.			1
Student, Norwich			6
Richfield Springs			5
Summary, Elmira			4
Sunday school library bulletin			3
Swansea (England) public library			1
Swathmore college			10
Sweden			2
Switzerland (per Swiss minister)		2	
Syracuse bureau of labor and charities			1
Syracuse high school			1

GIFTS OF BOOKS, PAMPHLETS, ETC.—(*continued*)

GIVEN BY	Other	Vols.	Pam.
Syracuse — ( <i>continued</i> )			
university college of medicine			2
Syrian protestant college			3
Tabor (Ia.) college			20
Phi Deltian, Tabor college			2
Tariff reform, New York			19
Taunton (Mass.) associated charities			4
public library			2
Temple grove seminary			3
Tennessee (state)		13	1
agricultural experiment station, Knoxville			3
commissioner of insurance			1
department of agriculture		2	1
state board of health, Nashville			12
Tennessee school for the blind			1
university			20
Texas (state)		13	
agricultural experiment station, College station			21
controller			1
geological survey, Austin			3
Texas university			1
Textile manufacturing world publishers, Boston, Mass.			12
Thiel college, Greenville, Pa.			17
Thomann, G., New York		5	13
Thomas, Dr A. R., Philadelphia, Pa.		1	
Thomas, R. W., Albany			4
Thomas Crane public library, Quincy, Mass.			1
Thompson, James W., New Brunswick, N. J.		1	
Throop university			1
Thronhjelm. K. norske vidensk. selskabs, Norway			1
Tiffany, Dr A. S., Davenport, Ia.			21
Titus, Dr I. S., Phoenix, Ariz.			1
Tokyo (Japan) library		1	2
Toledo (O.) produce exchange			11
Toner, Dr J. M., Washington, D. C.	2		1
Toronto (Can.) public library			2
university		1	2
Torrance, Lt. E., Minneapolis, Minn.			1



GIFTS OF BOOKS, PAMPHLETS, ETC.— (*continued*)

GIVEN BY	Other	Vols.	Pam.
Towner, J. W., Carmel			2
Tracey, <i>Hon.</i> Chas., Albany		31	5
Travelers' record, Hartford, Ct.			12
Trenton (N. J.) charity organization society			1
Trinity college, Hartford, Ct.			4
N. C.			8
(Tex.) univ.			1
Troy controller			7
orphan asylum			1
water commissioners	.		33
Tucker, W. G., <i>M. D.</i> , Albany			3
Tufts college, Mass.			12
Tulane university			2
Turner, D. H., Buffalo		2	
Unadilla academy			2
Ungarischen Karpathen-vereines, Hungary		1	
Union law sch. of Chicago			1
university, Schenectady			1
United States agriculture		9	52
bureau of statistics			13
capitol architect			1
census bureau			94
chief of engineers		6	2
ordnance		1	
signal officer		21	133
civil service commission			4
coast and geodetic survey		1	
commissioner of education		2	59
Indian affairs		3	
pensions			1
railroads		1	
controller of currency		2	
department of justice		4	
labor		1	1
director of the mint		1	1
fish commission			1
geological survey	2	4	17
hydrographic office U. S. N., New York		3	
interior department	3	76	44
interstate commerce commission		2	

GIFTS OF BOOKS, PAMPHLETS, ETC.— (*continued*)

GIVEN BY	Other	Vols	Pam.
United States — ( <i>continued</i> )			
military academy, West Point			1
national museum			18
naval observatory		2	1
navy department		4	
patent office		20	53
public printer			1
state department		6	23
bureau of American republics			9
treasury department		55	1
war department		30	
weather bureau	2,300		
Université Royale de Norvège, Christiana			1
University extension, Philadelphia, Pa.			4
journal, London, Eng.			13
magazine, New York			8
news, Syracuse university			32
of the South			5
State of N. Y. exam. dep't, Albany			315
press, Cambridge, Eng.			2
Oxford, Eng.			105
studies, University of Nebraska, Lincoln, Neb.			3
Utah (ter.)		1	
agricultural experiment station, Logan			10
Utica morning herald			314
Van Nostrand's monthly record, New York			21
Van Wickel, Geo. S., Jamaica, L. I.			1
Vassar college, Poughkeepsie			1
miscellany, Poughkeepsie			9
Veeder, J. H., Schenectady			2
Vermont (state)		4	2
adjutant			1
agricultural experiment station, Burlington		4	30
in-pector of finance, North Springfield		1	
insurance commission			1
state board of health			2
Vermont university, Burlington			2
Victoria public library, Melbourne, Australia		19	24
Victoria university, England			1
Virginia (state)		6	



GIFTS OF BOOKS, PAMPHLETS, ETC.— (*continued*)

GIVEN BY	Other	Vols.	Pam.
Virginia (state) — ( <i>continued</i> )			
agricultural experiment station, Blacksburg			16
board of agriculture		2	5
eastern lunatic asylum, Williamsburg			8
southwestern lunatic asylum, Marion			1
western lunatic asylum, Staunton			1
Virginia university			3
Vitt, F. C., Stapleton		1	
Voice, New York			52
Wabash college, Crawfordsville, Ind.		1	94
Walcott, <i>Prof.</i> Chas. D., Washington, D. C.			3
Walden union school			1
Wall, J. A., Albion			2
Warren co. agricultural society			7
Washburn college, Topeka, Ka.			1
Washington (state)		5	
agricultural college, Pullman			1
experiment station, Pullman			5
hospital for foundlings			1
state normal school			1
Washington ass'n of New Jersey, Morristown		1	4
Waterville union school			1
Watkins <i>Dr</i> A. B., Albany			1
Wells, H., New York			1
Wells college, Aurora			1
Wellsville union school			1
Wesleyan university, Middletown, Ct.			113
West Virginia (state)		2	
agricultural exper. sta. Morgantown			26
West Winfield union school			1
Westchester home for destitute children			1
Western university of Pennsylvania			1
Westfield union school and academy			1
Westminster college			4
Whipple, S. M., North Adams, Mass.		1	
White, A. T., Brooklyn		1	
Whitesboro union school			1
Wien, K. K., geogr. gesells.		1	
Wilcox, J. K. H., New York		1	2

GIFTS OF BOOKS, PAMPHLETS, ETC. — (*continued*)

GIVEN BY	Other	Vols.	Pam.
Wilde, Henry, Manchester, Eng.			1
Wilkinson, T. F., Albany			1
Williston seminary, Easthampton, Mass.			1
Wilmington (Del.) board of trade			1
Wilmington (Del.) associated charities			1
Winn, H., Boston, Mass.			1
Winsor, J., Cambridge, Mass.			3
Wisconsin (state)		8	
agricultural experiment station, Madison		1	3
board of health, Appleton			9
industrial school, Milwaukee			1
fish commissioners			11
school for the deaf, Delavan			2
Wisconsin academy of sciences, Madison		1	
agricultural society		1	
historical society, Madison		1	1
Woman's medical college of N. Y. infirmary			2
Wood, Wm and co., New York		3	
Woodside seminary, Hartford, Ct.			1
Woodward, P. H., Hartford, Ct.		1	
Woodworth, Florence, Albany			2
Worcester (Mass.) polytechnic institute			1
public library			20
Worcester (Mass.) home for aged men			1
society of antiquity			1
Work at home, Albany			12
World's Columbian exposition, Chicago, Ill.			182
congress auxiliary, Chicago, Ill.			17
Wright's business college			3
Wyoming (state)			2
agricultural college, Laramie			6
Yale university, New Haven, Ct.		1	9
observatory			1
Yale and Towne manufacturing co., Stanford, Ct.		2	14
Yates union free school			2
Yonkers board of education			1
Yonkers historical and library association			1



GIFTS OF BOOKS, PAMPHLETS, ETC.— (*concluded*)

GIVEN BY	Other	Vols.	Pam.
Yonkers — ( <i>continued</i> )			
society for prevention of cruelty to children			6
Young, W: H., Troy		1	
Y. M. C. A. of U. S. and Canada			22
Unknown		4	269
Total	2,367	1,768	61,931

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# TENTH ANNUAL REPORT

OF THE

## Board of Railroad Commissioners

OF THE

STATE OF NEW YORK,

For the Fiscal-Year Ending June 30, 1892.

---

TRANSMITTED TO THE LEGISLATURE JANUARY 9, 1893.

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COMMISSIONERS:

SAMUEL A. BEARDSLEY, | MICHAEL RICKARD,  
ALFRED C. CHAPIN.

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VOLUME I.

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ALBANY:

JAMES B. LYON, STATE PRINTER.

1893.



LIBRARY  
OF THE  
UNIVERSITY OF ILLINOIS

# STATE OF NEW YORK.

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No. 9.

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## IN SENATE,

JANUARY 9, 1893.

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### TENTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS ON THE  
RAILROADS OF THE STATE.

---

OFFICE OF THE  
BOARD OF RAILROAD COMMISSIONERS,  
ALBANY, *January 9, 1893.*

*To the Legislature :*

The Board of Railroad Commissioners, agreeably to the provisions of chapter 565, Laws of 1890, as amended by chapter 676, of the Laws of 1892, transmits herewith to the Legislature its Tenth Annual Report, for the year ending June 30, 1892.

WILLIAM C. HUDSON,

*Secretary*





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# REPORT.

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STATE OF NEW YORK:

BOARD OF RAILROAD COMMISSIONERS, }  
ALBANY, *January 9, 1893.* }

*To the Honorable the Legislature :*

In conformity with the requirements of chapter 565 of the Laws of 1890, as amended by chapter 676 of the Laws of 1892, the Board of Railroad Commissioners submits its tenth annual report.

## GENERAL SITUATION.

During the twelve months under consideration, the tonnages carried has been slightly in excess of that of the previous twelve months ; rates have been slightly lower, so that the net results have been much the same. No general rate war has occurred and but little disturbance of rates, especially on the trunk lines east of Chicago.

From the railway point of view conditions can be improved. Apprehensions exist as to the future. The roads see in the prevailing conditions possibilities of disagreement and contests for the carrying trade, which may end in rate wars. Peace has been maintained, but without any assurance that it will be lasting. This is shown by the agreement which went into effect on the first of December last, and by which it is hoped to secure the proper proportion of the east-bound traffic to the less advantageously situated roads, and their consequent satisfaction and contentment. This arrangement will probably be popularly known as a new scheme of "pooling," but the roads contend that it is not a violation of the Interstate Commerce Law.

In all such efforts, the end sought is to make rates fixed and stable. The stronger roads, while asserting that they are, under any conditions, able to take care of themselves and, therefore, do not favor "pooling" systems, nevertheless admit that no better scheme of securing such fixed and stable rates has been suggested. They further insist that the decisions of the courts upon the various points relating to the Interstate Commerce Law have rendered



that law in many respects a nullity, and have destroyed it a a restraining force upon railroad agents seeking business. The great evil which they see in the existing state of things is that everybody concerned in the carrying traffic, railroads and forwarders, is doing business in the dark; that the shipper does not know what rates his more powerful competitors may be receiving and is crippled in his enterprises by the lack of such knowledge; that in the many possibilities existing for the evasion of the prohibitive clauses against discrimination, the chief of which they deem to be in the mileage paid for the use of cars owned by the shippers, the smaller shipper is crowded out of the market, and that all things inure to the benefit of the larger ones, who can dictate rates to the carrier. Their great argument for a change in the existing conditions is that the longer they are maintained the more difficult the small forwarder finds it to contend against his larger and more powerful competitors.

The commercial public also demands fixed and stable rates, but which shall be reasonable and alike to all. There is little evidence, however, of agitation upon its part. It might be supposed that it was apathetic, were it not believed that it is relying upon the Interstate Commerce Law to secure that end. It is to be doubted whether the reliance is well placed.

The one feature which distinguishes the past twelve months from those previous is the formulation of the demand for the repeal of section 5 of the Interstate Commerce Law, which prohibits "pooling," and the proposition that such "pooling" arrangements shall be sanctioned by law and subject to the supervision of the Interstate Commerce Commission.

After examination and discussion a bill has been submitted to Congress repealing the section. The Interstate Commerce Commission has collected opinion upon the point with a view, it is assumed, of advising Congress.

It is the opinion of the Board that the section should be repealed and that "pooling" should be permitted, under the supervision of the Interstate Commerce Commission. Discrimination has not been prevented under the law. There have been many evasions, and now, under the decision that its pro-

visions, which sought to compel railroad officials to testify against themselves, are unconstitutional, section 2 can not be enforced. In these circumstances discriminations are more likely to increase than to decrease. The experiment is worth trying. Subject to law and supervision by the commission, it is possible to guard against the abuses of the old system, to maintain reasonable rates and to enforce the contracts between railroads. Such a policy would secure fixed and stable rates, reasonable and alike to all.

## SUMMARY OF BUSINESS.

An increase in business on the railroads in this State, as compared with the previous year, is shown in the aggregate figures for the year ending June 30, 1892. The receipts have, however, been slightly less, so that net results vary little. The increase is confined to the through lines, since the smaller ones show a slight decrease of business. In the second volume of this report the details and totals of the individual roads will be found in full. A few of the grand totals and the more important final results are given in the usual table next following:

	For year ending June 30, 1891.	*For year ending June 30, 1892.
Gross earnings from operation of road .....	\$169,012,504 22	\$213,998,745 98
Operating expenses.....	113,528,346 87	143,364,445 67
Net earnings from operation of road .....	55,484,157 35	70,634,300 31
Income from other sources than operation of road.....	4,965,163 92	6,375,595 64
† Interest paid and accrued .....	29,168,321 21	35,538,003 01
Taxes .....	6,087,549 96	6,264,158 96
Miscellaneous .....	1,427,472 92	1,765,222 14
† Dividends declared .....	16,189,856 98	18,011,348 56
Surplus .....	2,863,183 68	2,401,164 09
Stock and debt.....	1,344,198,084 96	1,598,575,289 66
Cost of road and equipment .....	1,270,265,163 12	1,398,880,501 00
Percentage of gross income to cost of road and equipment .....	04.76	05.50
Percentage of net income to capital stock.....	02.96	03.18
Percentage of dividends declared to capital stock .....	02.50	02.72
Miles of road in New York State, main line.....	7,651.17	7,770.36
Tons of freight carried one mile .....	14,577,616,629	19,460,098,145
Average freight earnings per ton per mile (cents).....	0.767	0.764
Average freight expenses per ton per mile (cents).....	0.522	0.503
Average freight profit per ton per mile (cents).....	0.245	0.261
Passengers carried one mile (exclusive of elevated roads) .....	2,573,940,299	2,960,466,765
Average earnings per passenger per mile (cents) .....	2.22	2.21
Average expenses per passenger per mile (cents) .....	1.45	1.54
Average profit per passenger per mile (cents).....	0.77	0.67

\* About seventy per cent of the apparent increase of grand totals in 1892 is due to the fact that the operations of the *entire* Philadelphia and Reading system are embraced in the 1892 figures, whereas in 1891 a very small portion of such system, lying wholly in New York State and operating its own lines until date of the lease to the Philadelphia and Reading December 1, 1891, is included in totals for that year.

† Includes respectively interest and dividends paid by lessors from rentals received from lessees as follows:

	Year ending June 30, 1891.	Year ending June 30, 1892.
Interest.....	\$7,904,005 73	\$8,291,339 84
Dividends.....	3,831,616 78	4,291,046 46



## CHANGES IN THE LAW.

Chapter 289 of the Laws of 1889 created a commission to revise the general laws, and among them the railroad laws. The work thus begun, however, did not stop at revision. Before the Legislature had finally enacted the bills prepared by the commission, many changes, some radical, were made. The laws enacted in 1890 did not go into effect until May 1, 1891. During the year when the law was in abeyance defects were discovered in it. The commission prepared a bill to correct these defects, which was presented to the Legislature of 1891. It failed to pass owing to the "dead-lock" in the Senate of that year, and the "Railroad Law" of 1890 went into effect on May 1, 1891, uncorrected. During the year following the railroad corporations of the State were much embarrassed in the operation of their franchises under the incongruities of the law. This was not without advantage, however, as during the passage of the act of 1890 the attitude of the corporations had been obstructive; after a year's experience of the new law their attitude changed and they united with others in revision. The result was a bill, which, after many amendments, became chapter 676 of the Laws of 1892.

Six months experience of the law demonstrates that the railroad corporations are content with it. The public has gained greatly by the enactment of safeguards which selfish interests had heretofore defeated.

The provisions governing the increase of capital stock have been maintained and perhaps improved. Those governing the issue of bonds have been materially changed; indeed, it may be said, the policy of the State, in this respect, has been completely reversed. For many years it had been contended that the power conferred by the law of 1850 upon the boards of directors of railroad corporations to issue bonds had been abused in placing burdens upon the corporations they ought not to be compelled to bear. As a result of this agitation the Legislature of 1887 so amended subdivision 10 of section 28 of chapter 140 of the Laws of 1850 that the consent of the majority of the stockholders was made necessary to such issue. The law of 1890 maintained this principle by enacting the provision of "The Railroad Law"

which conferred the power upon the directors of a railroad corporation to borrow money, to issue and dispose of its bonds and to mortgage its property to secure their payment, subject to the control of section 2 of "The Stock Corporation Law," which provides that the amount of the mortgages "shall not exceed its paid-up capital stock, or an amount equal to two-thirds of the value of its corporate property at the time of issuing the obligations secured by such mortgages, in case such two-thirds value shall be more than the amount of such paid-up capital stock," and that "no such mortgages, except purchase-money mortgages, shall be issued without the consent of the stockholders owning at least two-thirds of the stock of the corporation." The law of 1892 frees the railroad corporations in the exercise of the debt-making power, from the restriction of the clauses of section 2 of "The Stock Corporation Law," quoted above, leaving the law as it stood prior to 1887 — with the power to create debt in the hands of the directors.

The Railroad Law of 1892 imposes new duties and responsibilities upon the Board of Railroad Commissioners, the most notable of which reverses the policy of the State touching railroad extension, a policy which has prevailed since 1850. In that year, under the influence of public opinion, all encouragement that could be given, in the law, was extended to proposed investors. The policy then adopted has had a great influence upon the development of the State, but in the course of years abuses have crept in; railroads have been projected and built upon parallel and competing lines, which had no purpose but to compel older and established lines to buy the property of the rival or to sell their own. For a time these projects were looked upon with equanimity, as it was believed that such competition benefited the community through which the road passed by lowering rates, but it was discovered that such belief was fallacious. Unequal and unstable rates followed from the contests between the companies, which ended either in an agreement for higher rates or in the absorption of one company by the other, with the consequence of establishing higher rates permanently to support two constructions and equipments where one had sufficed. In the end communities



were the sufferers; the day when the Legislature could interfere and lower rates be made was postponed indefinitely. Other evils followed, such as niggardly economy in maintenance and in service, until public opinion demanded a restraint upon railroad building and extension. This restriction is expressed in section 59 of the Railroad Law of 1892, whereby the consent of the Board of Railroad Commissioners to the building of a road is a condition precedent to beginning an enterprise. The consent or withholding the consent on the part of the Board is made reviewable by the courts. In short, the State has determined to reverse its policy of the past by insisting that a public necessity shall be declared before further lines of railroad shall be built.

While increased duties and responsibilities have been imposed upon the Board, the machinery to enforce its recommendations, which had been erected by the law of 1890, was weakened by the law of 1892. The act of 1890 provided that the Supreme Court at special term should have power to compel compliance with the decisions and recommendations of the Board which were just and reasonable, subject to appeal to the General Term and the Court of Appeals, which were empowered to review and reverse upon the facts as well as upon the law, and made the findings of the Board *prima facie* just and reasonable. The latter provision, by the law of 1892, has been stricken out, the effect of which is to place the burden of proof upon the State rather than upon the railroad company.

In the revision of "The Railroad Law," the State has carefully guarded the rights and interests of its citizens, while permitting the freedom necessary to the proper administration of so intricate a machine as a railroad. The gain thus accomplished can be preserved only by maintaining the integrity of the law as it stands against the inroads attempted by selfish interests, seeking selfish ends, regardless of other consequences.

In the matter of safety, however, all has not been secured. This is not a reflection upon the framers of the revision, for the subjects which are now recommended for the consideration of your honorable body are peculiarly within the province of this Board.

The first of these to which your attention is directed, is

#### GRADE CROSSINGS.

This subject is a vexed one. It is, however, one that must be met and disposed of. During the past five years 717 accidents have occurred at grade crossings, of which 238 have resulted in death and 279 in injury. In addition to this more serious consideration, there is the annoyance of delay to foot passengers and traffic, caused by the passage of long trains and the blocking of streets and highways by standing ones.

The tendency is to increase grade crossings, not only by railroad extension, but by opening new streets and highways. The time has arrived to prohibit further crossings at grade.

In the case of new railroad construction the matter is easily disposed of. All crossings should be made either over or under, and at the expense of the constructing company.

When, however, a new highway is projected across a railroad, the grade of which is established and which is operated, a number of questions as to the equitable method of procedure arise. What part of the expense should be borne by the road? And what part by the towns, villages or cities in which the street or highway is to be laid out? Should any part of the expense be borne by the towns, etc.? And, if so, should it be a sum greater than that the towns, etc., would have had to bear if the railroad construction was not on the line of the projected highway? And, if the question of the division of the expense is disposed of satisfactorily, which party shall be the judge of the nature and cost of the construction on and over the railroad property? And which party shall have charge of such construction?

After a careful consideration of the question the Board is of the opinion that the expense should be borne by both interests. The railroads admit that they should bear part of the expense. It remains to determine what proportion. The Board is of the opinion that one-half should be borne by the roads, in view of the franchise rights they enjoy, of the danger to the public incident to the exercise of those rights, of the increased protection to their property which would result from under or over crossings, of the advantages gained by not being compelled to lessen speed, and of the diminution of the pecuniary liabilities as a result



of such crossings. On the other hand, the communities through which they pass are greatly benefited and the properties of such communities are increased in value by the roads. The expense incident to such great benefits should be borne in just proportion by the interests benefited. The imposition of one-half of the expense upon the town, village or city, would operate as a check on the unnecessary opening of streets and highways.

The Board further believes that a commission of three persons should be appointed by the courts to determine the nature and cost of the construction under or over the railroad property. Of these, one should represent the railroad; one, the town, village or city, in which the street or highway is laid; and one should be a competent civil engineer.

The existing grade crossings remain to be considered. Their abolition is demanded not only by the deaths and injuries which each succeeding year shows, but by a rapidly forming public sentiment. During the twelve months ending June 30, 1891, sixty-three persons were killed and ninety injured at grade crossings, and of these twenty-one were killed and twenty-four injured at crossings protected by gates or flagmen. The table of accidents, presented upon another page, is only for the nine months ending June 30, 1892, a change in the railroad year necessitating the short table. The three-fourths of a year indicates an increase of these accidents, since in these nine months fifty-seven were killed and ninety-six injured, and of these twelve were killed and twenty-six injured at crossings protected by gates or flagmen. This increase is to be attributed to the greater number of trains, especially of fast trains, demanded by the exigencies of traffic. None will contend that grade crossings are not an evil. In the past a disposition has been manifested to regard them as necessary evils. Indeed, the Board in its endeavors to do away with dangerous crossings, has met with opposition from communities. These cases were isolated, however. The numerous complaints against grade crossings which have come before the Board are proof of the disfavor in which they are held by the general public. The problem thus presented to your honorable body exists in other States. In some of them it has been solved to the satisfaction of the public. In considering this branch of the subject the same diffi-

culty in determining what proportion of expense should be borne by the parties in interest is encountered. There is a large number in the State, and the expense connected with the change from grade to under or over crossings would be great. To impose at once upon the interests involved the cost of the change of all, whatever proportion of expense should be borne by each, would be too great a burden. It therefore follows that these improvements should be brought about gradually. As to this expense the railroads stand in a position different from their relation to the question of new construction. Their line has been established with reference to the fact that grade crossings were sanctioned by law, and they have been in possession for many years. Another element enters into such a wholesale change—the traveling public, the safety of whose transportation would be materially increased. This element is of the State at large and is quite distinct from the people of the community in which a grade crossing may exist. The State is a party to the change and should bear its proportion of the expense.

This subject has received much consideration from the Board during past years, and the experiences of other States in their efforts to deal with the question have been carefully observed. The time has arrived to urge legislative action. A certain number of crossings should be selected each year for change, the more dangerous being chosen first; inasmuch as this duty of selection, and the determination of the nature of the new crossings, whether over or under, must be imposed upon some central power of the State, since it is clearly within the scope of its duties, the labor should be imposed upon the Board of Railroad Commissioners; the expense should be apportioned upon the three interests involved.

#### AUTOMATIC COUPLERS.

The question of automatic couplers on freight cars has engaged the attention of the Legislature in past years. Within the last two years the question has also been considered in the Congress of the United States, as a direct result of the action of the convention of the railroad commissioners of the various States which meets annually at Washington.



In the discussion of this subject the point as to the utility, efficacy and advisability of automatic couplers has been passed. There is no disagreement. All concur as to their necessity as a means of protecting the lives and limbs of employes. So also has the point been passed at which the kind or type is discussed. Substantial agreement has been reached. The vertical plane or Master Car Builders' type, as it is known in railroad circles, has been adjudged by railroad experts to best serve the general purpose. Of this type there are many varieties, differing in detail, but conforming in contour lines so as to readily and securely couple with each other. The question now is simply within what time shall all freight cars be equipped with automatic couplers of the vertical plane type.

In the greater number of the States of the Union this question has been earnestly discussed, and several have arbitrarily set a date beyond which no freight cars should be used unless equipped with automatic couplers. The great obstruction to the accomplishment of the desired end, however, has come from those States in which there is neither railroad supervision nor statutory requirement, or which have arbitrarily prescribed a form of coupler not in line with the general movement. The want of harmonious action by all these States between which there are large exchanges of cars has impeded the progress of the movement.

A federal law, applying to all cars engaged in interstate commerce, would accomplish the desired end. Such a bill, conservative in its terms, not bearing harshly on any interest involved, is now under consideration by Congress, and it is to be hoped will become a law during the present session.

The Board believes that the policy to be pursued by your honorable body will place your action in line with this federal legislation. So believing, it has prepared a measure which it will submit at the proper time. This bill provides that, on and after the 1st day of November, 1898, all freight cars moved in this State shall be equipped with automatic couplers of the Master Car Builders' type. In order that unforeseen contingencies may be provided for, the power is given to the Board of Railroad Commissioners to extend the time one or two years in individual cases, on cause being shown.

## AUTOMATIC BRAKES FOR FREIGHT CARS.

The successful application of automatic air brakes to passenger cars, operated from the locomotive, has demonstrated their expediency and efficacy. They can be applied to freight cars with equally beneficial results. The danger to trainmen while setting or releasing brakes, in moving over the tops of cars on dark nights and in stormy weather, when snow, or rain, or sleet makes the tops of the cars slippery, will be reduced to a minimum by the use of automatic brakes, to say nothing of the protection from the hardships incident to the life of a brakeman. The number who are injured or killed by low bridges or overhead constructions would also be greatly reduced. A substantial percentage of all cars should be equipped each year until the whole number is so equipped. The Board respectfully recommends such legislation to your honorable body.

## DRAWBRIDGES ON THE HUDSON.

The Board would direct the attention of the Legislature to the drawbridges on the line of the New York Central and Hudson River railroad, between Albany and Spuyten Duyvil. Many of these are over inlets and creeks — five in all. Whatever value as arms of the river these inlets or creeks once possessed has been lost. Few, if any of them, are navigable for other than pleasure vessels of the smaller class. They play little or no part in the transportation or commerce of the State. On the other hand the drawbridges, made necessary so long as the waters they cross are declared navigable waters, are a menace to the lives of the hundreds of employes of the road and the tens of thousands of passengers transported yearly over the line. The watchfulness and care of one man, or at best of two men, stand between disaster and security at each of these openings. But a short time ago the lives of two efficient employes of the road were sacrificed to the passage of a small steam yacht. The danger from these drawbridges is out of all proportion to the benefits accruing from their maintenance. The Board respectfully suggests that Congress be memorialized by resolution to declare the waters of such inlets and creeks no longer navigable. When this is done the Legislature by enactment can compel the abandonment of these dangerous drawbridges.



## TRESPASSERS.

In close relation to the subject of safety stands the question of trespassers. The number of persons killed and injured while trespassing upon the lines of the State is large. The statutes make such trespassing a misdemeanor, but these laws are not enforced. By common consent magistrates discharge nearly all such offenders upon arraignment. Could the laws be made more rigorous, and the discretion of the magistrate be narrowed, the result would be a gain in the lessening of accidents resulting in death or in the crippling of men, so that from supporters of families they become burdens to be maintained by public charity.

## LIGHTING CARS BY GAS.

Success has attended the effort to light passenger cars by gas. Last year the Board set on foot inquiries as to the practicability and safety of the various systems in use, and the answers were assuring in both respects. Indeed so practical, and so successful are the systems, and so widely have they been adopted, that a car on one of the first-class or limited trains lighted by oil would, be regarded as a relic of a past age. A sufficient reason why every passenger car, whether a palace car or ordinary coach, should not be lighted by gas, can not be given. Economy should not be the prevailing consideration. Aside from the increased security from fire, the annoyance of dripping oil from the lamps is avoided. The lighting of all passenger cars by gas is in line with the progress which has led to heating by steam instead of by stoves, and which is leading to automatic couplers instead of the link and pin, coupled by hand, and automatic brakes set from the engine rather than by men on the tops of cars at the risk of their lives. The prohibition of the use of oil by legislative enactment is desirable.

## STRENGTHENING COACHES.

After nearly ten years of investigation into all accidents occurring on the railroads in this State, one fact is pressed upon the attention of the Board. In collisions, in overturning of cars by broken rails or by whatever cause, it is found, without variation, that the drawing-room and sleeping cars sustain far less damage

than the ordinary day coach. This immunity is directly the result of difference of construction. The coach is of too light a construction for safety, and there should be an improvement in this respect. The passenger in a coach is entitled to the same safety, if not the same luxury, as the one who occupies a seat in a palace car. It is further noted as a result of investigations of accidents that solid or vestibuled trains sustain greater shocks with less damage than a train made up of open-platform cars, while danger of the telescoping of cars is almost if not wholly avoided. Before this can be proved to a certainty the accumulation of testimony over a space of a few years may be requisite. But if it is demonstrated, as seems probable, it will be a serious fact for railroad managers to confront. All expense which secures in whatever degree the safety of the passengers and employes is justified, while economy at the expense of safety must be condemned.

#### GUARD RAILS AND FROGS.

An examination of the table of accidents shows that four persons have been killed and six injured by having a foot accidentally fastened in the narrow spaces between guard rails, or of the frogs. This danger could be obviated by the proper blocking of these spaces. There has been a divided belief as to the efficacy of blocking. Some expert railroad men have contended that equal danger was likely to result by such practice. Observations continued over a number of years, however, lead to the belief that such danger is more fancied than real; that the danger from those not blocked is, upon the contrary, very real. Especially is this true of those inexperienced in crossing tracks, who are not on guard against an accident which, when it occurs, results in almost certain death. The opinion of practical railroad men is largely in favor of blocking guard rails and frogs.

#### ACCIDENTS.

The railroad year has been changed by legislative enactment to end on June thirtieth of each year, rather than on September thirtieth. Until this year no attempt has been made by the Board to bring the accident year into harmony with the railroad year. That it should be contemporaneous, however, is



obvious. The attempt to make it so in this year results in the presentation of a table for nine months instead of for the year. This period, nine months ending June 30, 1892, is compared with the twelve months ending June 30, 1891. It is not satisfactory, and its results are but approximations. It is unavoidable, however, in effecting the change.

The record for these nine months indicates an increase. In view of the means adopted, precautions taken and new appliances employed, seeking a diminution, the result, judged superficially, would be discouraging. It is not believed, however, that such increase is due to laxity of discipline or carelessness of operation, greater than in former years, but rather to the increase in the number of trains operated, of passengers carried and of men employed. It is believed that if a computation could be made it would be found that the percentage of accidents is indeed smaller. The number killed during the nine months ending June 30, 1892, was 480, and injured 1,432. The proportion, if carried out, would show a decrease in deaths of eighty and an increase in injuries of 181.

The following table gives the record of the accidents classified, first, as to their causes, and, second, as to whether beyond the control of the injured or killed, or in consequence of their own misconduct or want of caution :





During these nine months twenty-one passengers were killed, as against thirty-three during the previous twelve months. Of these twenty-one, thirteen were killed at the deplorable accident at Hastings, on the New York Central, on December 24, 1891. These thirteen were all that were killed from causes beyond their control. Of the remaining eight, six were killed when getting off trains in motion and two from falling from the train.

There were 118 passengers injured, and of these seventy-seven were injured from causes beyond their control as follows: Five at the Hastings accident referred to above; eight at Fishkill (New York Central), in collision, December 2, 1891; eleven in derailment at Mott Haven (New York Central), December 2, 1891; five in collision at Tarrytown (New York Central), December 1, 1891; four in collision at Poughkeepsie (New York Central), June 29, 1892; three in collision at Philmont (New York and Harlem), June 29, 1892; and seventeen west of Adrian (New York, Lake Erie and Western), November 11, 1891.

The facts and circumstances attending these accidents were made the subjects of special investigation by the Board, and its findings will appear under the head of accidents in the appendix.

Two hundred and six employes were killed, 1,031 injured, during these nine months, and, as compared with the 278 killed and 1,222 injured during the previous twelve months, would indicate a material increase. The most frequent of all causes of injuries seems to be the coupling and uncoupling of cars—525, and in addition nineteen were killed from this cause. Year after year the same story is told. In 1891, for twelve months, the number injured was 648, killed eighteen; in 1890, 497 injured, killed twenty-five; in 1889, 364 injured, killed twenty-seven; in 1888, 480 injured, killed twenty-six, and so the lamentable story continues. In five years 2,514 injured and 117 killed.

The general adoption of the automatic coupler, which is recommended in another part of this report, would reduce the number of these accidents to a minimum.

Another cause of frequent injury is falling from train, engine or car—twenty-seven killed and 143 injured. The carelessness which often accompanies too intimate an acquaintance with danger has contributed to these accidents, but a greater

proportion no doubt resulted from the necessity of being on the top of cars to set and release brakes. The universal adoption of automatic air brakes, also hereinbefore recommended to your attention, would largely reduce these accidents.

Ninety were killed and seventy-eight injured from "walking or being on track." It must be concluded that these accidents are largely due to lack of proper caution upon the part of employes. The exigencies of their labor lead them to the place of danger on the line. But there are constantly men on the track who have at the time no duty there. It is difficult to see how these accidents can be guarded against, unless by the enforcement of a rigid discipline forbidding those who have no duties to perform from being on the track.

Walking or being on the track is also the most frequent cause of death and injury to others than employes and passengers. For the most part they are actual trespassers, there in violation of law. Of these 168 were killed and eighty injured. This subject is discussed elsewhere in this report, page .

The reports upon the accidents investigated and the results of the inquiries made into all accidents will be found in the appendix, page .

Beyond the subjects which have been discussed in this report, and upon which legislation is recommended, the accident record does not suggest further action upon the part of your honorable body.

Since the making of the last annual report the New York Central and Hudson River Railroad Company has been diligently extending the block system. A large portion of the road is now under its operation. Before many days the system will be completed over the entire line from New York to Buffalo. By this means it is hoped to entirely avoid rear collisions, or if not, then to reduce the number to a minimum. However, it is not wise to place too great reliance upon the system. On other through lines, absolute exemption from such accidents has not resulted from its adoption. Indeed, in a comparison made between two roads, one operated under the open and the other under the block system, the distance and time being



the same, with more trains run on the open than on the blocked road, it was found there were more rear collisions in the same space of time on the road under the block than on that using the open system. Mechanical appliances get out of order. Where mechanism is employed, the inevitable tendency is to rely upon it and to relax watchfulness. If the adoption of the block system in this State is to result in any lessening of care upon the part of the employes the public may have reason to regret the substitution of mechanical for human agency.

#### PHYSICAL CONDITION OF RAILROADS.

The Board is pleased to report that in the physical condition of the railroads the same progress toward excellence and ultimate perfection is as manifest during the past year as during the previous ones. The improvement has been steadily forward, never halting for nine years, until the condition at the close of the year 1892 is superior to anything known in the history of railroads in this State. A close inspection of roadbeds, superstructures, rails, ties, openings, viaducts, etc., is made under the supervision of the Board. The results of such inspections are transmitted to the railroad companies. Where defects are found, they are specially pointed out to the company and a remedy is recommended. It is due to the companies to say, and as testimony to their desire to maintain their ways properly, that not an instance is known where a company has failed to act upon such recommendation.

The reports of such inspections will be found in the appendix, page . They are not so complete as usual for reasons there explained.

#### THE EMPIRE STATE EXPRESS.

In November of 1891 the New York Central and Hudson River Railroad Company placed on its road, to run over its entire length, a train which since that time has become famous as the fastest regular train in the world. It was put on for the purpose of relieving the pressure on the limited trains to and from the west. The demand for accommodation on the fast trains, within the borders of the State, greatly interfered with the through traffic.

The problem of relieving this pressure was solved by putting on a train which should accommodate the New York travel alone; and, in order to attract this State travel to it, a much faster rate of speed was established, with such hours of departure and arrival at the *termini* as would best serve the purposes of the passengers. The experiment, which is no longer an experiment, was attended with success. Not alone did it accomplish the purpose desired, but it developed a traffic of its own, until the record shows it is the best paying train on the road, making an average earning of two dollars and sixty cents per mile. Notwithstanding the high rate of speed demanded by its schedule, the train has made it with remarkable regularity. The record shows that it has been delayed only on an average once a month, while the delays have been due to causes apart from its own operation.

Notable as these facts may be they would hardly have place here were there not other considerations of deep significance in this successful experiment. Five years ago this train would have been an impossibility. The Empire State train is the result of the progress made in all the branches of what is embraced in the term "railroading"—of the developments in way construction; in ties, rails and ballast; of the increase in the strength of bridges and viaducts; of the advances in motor construction; of the improvements made in safety appliances. It is the expression of the high degree attained in the physical side of railroads.

Inquiry naturally turns to the effect the high speed at which it runs has upon the superstructure, for in the answer to this is found the practicability of such fast trains and the promise of a still higher rate of speed. No matter what the receipts of such a train may be, if the effect of its running is to deteriorate the superstructure, largely increasing the cost of renewals, or to render travel less safe, the train would be too expensive and, therefore, impracticable.

A year's experience shows that these high-speed trains are very destructive of superstructures not built originally to resist



them. The tentative efforts put forward six or seven years ago to run heavy trains at high speed disclosed that the effect was that of a blow delivered suddenly and released as suddenly. This was felt upon the metallic bridges of that day, and especially was it shown in its effect on the rail joints and rails. The demand for speedier transportation being apparent, effort was made to meet the conditions impending. The bridges were strengthened; heavier steel rails were laid; greater perfection and strength in the joints were attained; more attention was paid to ballasting and alignment to keep joints up to a level. These improvements were made over a period of five years, until the work has been completed. As time went on speedier trains were put on. The limited trains became permanent. At last the Empire State train, with a schedule rate of fifty-two and one-half miles an hour, stops included, but which, in running, often reaches a rate of sixty five miles, became a fixed fact. The effect is now more apparent upon masonry than upon other structures. The metallic structures receive the blow and deliver it upon the masonry. Hence the work of strengthening the substructures along the whole line has been begun. The high-speed trains are the result of the advances made in motor construction; they in turn demand a higher degree of excellence in superstructure. The superstructure is to-day able to withstand the effect of the impact of trains of still higher velocity, so that it is now challenging motor construction to further effort.

The necessity of maintaining the roadbed, rails, joints, bridge superstructures and substructures in the highest possible strength and perfection, follows this changed condition not only as a matter of safety, but as a matter of economy. Without such effort deterioration would result. That such deterioration is not apparent, the inspections conducted by this Board clearly determine; and in this is the demonstration that the necessary condition of strength and perfection is maintained.

While changed conditions have resulted in an increased cost of maintenance, it is clearly shown that the increase of receipts has more than kept pace with the increased cost. Therefore the

high-speed trains are practicable. They pay the road to run them; they accommodate the public in a marked degree.

The Empire State train is the high mark in the progress of railroad development, and in its success is the promise of still greater achievement.

On the five miles of the New York Central and Hudson River Railroad, between Forty-second street and Mott Haven stations in the city of New York, a steel rail weighing 100 pounds to the lineal yard has been laid. This rail is much heavier than has ever been laid in this country. After ten months use of it the results are so satisfactory as to justify its extension to the passenger tracks of the main line. Observation shows that in resisting the impact of the high-speed trains it suffers less wear and tear at the joints. By such extension and the consequent improvement to roadbed there would be a marked saving to rolling stock.

#### REFERENCES, COMPLAINTS AND APPLICATIONS.

During the past year the Board has considered and disposed of various references by the Governor, the Legislature and committees thereof, and numerous complaints by cities, towns, associations and individuals. The determinations in these matters are to be found in the Appendix, pages 37 to 68, inclusive, to which reference is made for a full exposition thereof. Within recent years the duties of the Board have been largely increased by various acts of the Legislature, involving the changes of motive power upon street railroads, the approval, or withholding thereof, of interlocking signal and other devices, of changes of grades, of the extension and building of new roads, approval of contracts between parallel and competing roads, etc. Reference is made to the Appendix, pages 69 to 104, where the action of the Board in these matters may be found.

#### CHANGES OF MOTIVE POWER.

A revolution in the method of moving street cars has taken place within a very few years. A street railroad on which horses are used to draw the cars has become almost as much of a rarity as one where the motive power is mules or oxen. The means of



propulsion generally adopted is that of the electrical overhead-trolley system. In fact, with the exception of the city of New York, the electric system is universally chosen. This system has found an entrance into the upper part of that city, but, in the main, such roads there as have proposed a change of motive power, or obtained the consent of the Board to such a change, have adopted the cable system. In Brooklyn, the cars of nearly all the lines are still moved by horses, but the consents to a change to the electrical-trolley system have been obtained, and preparations for the change are well advanced. In New York the expense of the cable system and the active public sentiment against the use of trolley wires in that city — a sentiment which does not prevail elsewhere — cause the continuance of horses as the moving power.

All of which is respectfully submitted.

SAMUEL A. BEARDSLEY,

MICHAEL RICKARD,

ALFRED C. CHAPIN,

*Commissioners.*

# APPENDIX.

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## Decisions and recommendations:

Executive and legislative references.

Complaints of cities, towns, etc.

Applications for change of motive power.

Applications for increase of capital stock.

Applications to suspend operations of road.

Applications for railroad construction and extension.

Various applications by railroad companies.

Inquiries.

Accidents.

Accident inquiries.

Length of railroads.

Inspections.

Minutes of Board.

Companies formed.

Companies reorganized.

Companies consolidated.

Increase of capital stock.

Reduction of capital stock.

Extension of routes.

Increase of capital stock.

Surrender of capital stock.

Abandonment of part of routes.

Leased roads.

Amended articles of association.

Change of name.

Enactments of year.

Alphabetical list of all companies formed under laws of this State.

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“Condemnation Law.”

“General Corporation Law.”

“Stock Corporation Law.”

“Railroad Law.”

General acts relating to railroads, not embraced in the above laws.

Extracts from Code of Criminal Procedure.

Extracts from Penal Code.

Rapid Transit Act (Laws of 1891).

Interstate Commerce Act.





# DECISIONS AND RECOMMENDATIONS.

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## EXECUTIVE AND LEGISLATIVE REFERENCES.

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### I.

REPORT OF THE BOARD ON THE ASSEMBLY BILL (PRINTED No. 668) ENTITLED "AN ACT TO AMEND CHAPTER 4 OF THE LAWS OF 1891 ENTITLED 'AN ACT TO PROVIDE FOR RAPID TRANSIT RAILWAYS IN CITIES HAVING OVER 1,000,000 INHABITANTS.'" "

March 2, 1892.

*To the Governor of the State of New York:*

The Board herewith respectfully returns Assembly bill (printed No. 668) entitled "An act to amend chapter 4 of the Laws of 1891 entitled 'An act to provide for rapid transit railways in cities having over one million inhabitants,'" passed January 31, 1891.

This bill adds section 38 to the rapid transit act of 1891, which, by the provisions of section 1, applies only to cities of over one million inhabitants.

It would seem from the wording of the proposed section 38 that it might be intended to affect elevated railroads in the city of Brooklyn, but since it is amendatory of the act of 1891, applying only to New York city it can not be presumed to apply to the city of Brooklyn.

The bill authorizes the board of directors of any company incorporated by any special act of the Legislature for the purpose of constructing, maintaining or operating a bridge across the East river and by the act of incorporation of which authority shall have been conferred or intended to be conferred to construct, maintain or operate as a part of or in connection with its bridge, an approach or approaches thereto extending generally in an easterly and westerly direction, to, in lieu of constructing such approach or approaches, build, maintain and operate an elevated railway, the route of which shall be coincident with the route of such approach or approaches.

The bill confers upon this board of directors the power to adopt the general plan for the construction thereof, which plan shall show the general mode of operation and the manner of construction, the extent to which any street, avenue or other public place is to be encroached upon, and the property abutting thereon affected, a copy of which plan shall be transmitted to the common council or the local authorities for their approval, instead of being adopted and transmitted by the commissioners created by the rapid transit act.

The provisions of the bill are so worded as seemingly not to raise any question as to the constitutional provision requiring the consent of



a majority in value of the abutting property owners or in lieu thereof an order of the Supreme Court before beginning the construction of the road.

The rate of fare to be charged is limited to five cents, and this includes free passage over the bridge. This would seem to be in the interest of the traveling public.

The change in the law in regard to exempting this proposed road from the provisions of section 7 of the act amended, which requires the sale at auction of a franchise, is the marked feature of the bill, and the one which seems to invite criticism. It is impossible to regard this act without its relation to the one now in our hands, to which this is supplementary.

The argument in favor of exempting this road from compensating the city for its franchise, as required when sold at auction, is, that it would, taken in connection with the bridge to which it is an approach, and with which its receipts are supposed to be merged, show a large deficiency in its maintenance and operation.

The report of the present bridge over the East river discloses the fact that notwithstanding the receipts have increased from year to year, the last year's operation showed a deficit of \$555,000. It is urged, therefore, that this company should not be required to bear additional burdens while greatly benefiting the public by the operation of the road and bridge at a loss to itself for some years.

Whether this is a proper reason why this road should be exempt from the provisions as above referred to, is a question to which the Board has given careful consideration. The Board is not disposed to abandon the general principle established by section 7 of the rapid transit act, which requires compensation for such franchises, but it can see that there may be exceptions operating to the benefit of the public. Were this argument to control, it would appear that this act could receive the Executive sanction without detriment to public interests. Were provision made by further legislation that at such time in the future as it should appear that the company was earning a sum largely in excess of the operation and maintenance the Legislature or common council could determine how much of such excess should be yearly paid into the municipal treasury, the Board would feel that the interests of the public were fairly protected.

By the Board.

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## II.

REPORT OF THE BOARD ON THE ASSEMBLY BILL (PRINTED NOS. 84, 888) ENTITLED "AN ACT TO PROVIDE AND LIMIT THE HOURS OF SERVICE ON RAILROADS."

May 9, 1892.

*To the Governor of the State of New York:*

The Board herewith respectfully returns Assembly bill (printed Nos. 84, 888) entitled "An act to provide and limit the hours of service on railroads."

In its first section this bill provides that no person or corporation operating a line of railroad of thirty miles in length or over shall permit

or require any conductor, engineer, fireman or trainman who has worked in any capacity for twenty-four hours, to again go on duty until he has had at least eight hours rest.

This section is to be highly commended. More than one accident is recorded as resulting from the failure of engineers to perform their duty, owing to having fallen asleep after many hours exceeding twenty-four of continuous labor. This Board in its examinations into the causes of accidents has more than once been called upon to severely censure the railroad company permitting such extended hours of service.

Section 2 provides that ten hours labor performed within twelve consecutive hours, shall constitute a day's labor in the operation of all steam surface and elevated railroads of the State, but also provides that this requirement shall not affect the mileage system now in operation or that may be hereafter placed in operation, or trips of regular scheduled trains when completed within a less number of hours; nor shall not apply to extra hours of labor performed as a result of unavoidable accident or delay caused by such accident.

Section 3 provides that in case of labor in excess of ten hours, such laborer shall receive compensation for such extra service in addition to his daily compensation.

Section 4 makes a violation of the act a misdemeanor with a fine on conviction, of five hundred dollars for each offense.

Your attention is called to the fact that this act provides for the possibility and probable necessity of more than ten hours labor, and therein differs from Senate bill, printed No. 553, commented upon in another reference (see p. 46). In the one he is not permitted to enter into a contract for more than ten hours labor; in this one under discussion, such contract, if the necessities require, can be made.

The Board deems that this is a just and discriminating bill, and in the interest of the traveling public and the railway employes as well as the railroad corporations.

By the Board.

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### III.

REPORT OF THE BOARD ON THE ASSEMBLY BILL (PRINTED NO. 1253)  
ENTITLED "AN ACT TO AMEND CHAPTER 4 OF THE LAWS OF 1891,  
ENTITLED 'AN ACT TO PROVIDE FOR RAPID TRANSIT RAILWAYS IN  
CITIES OF OVER 1,000,000 INHABITANTS.'"

May 9, 1892.

*To the Governor of the State of New York:*

The Board herewith respectfully returns Assembly bill (printed No 1253) entitled "An act to amend chapter 4 of the Laws of 1891, entitled 'An act to provide for rapid transit railways in cities of over 1,000,000 inhabitants.'"

This bill applies only to the city of New York. Section 6 of chapter 4, Laws of 1891, is amended by adding to the section the following: "At any time before the sale provided for in the next section of this act, the Board of Rapid Transit Railroad Commissioners may abandon any portion of a route or routes laid out and determined by said Board."



Section 9 is amended by providing that all actions or special proceedings brought pursuant to the provisions of the act may, on the application of the Board of Rapid Transit Commissioners, have preference over any other business at a term or sitting of any court of the State, except the actions and proceedings enumerated in sections 789 and 790 of the Code of Civil Procedure; and also, all actions and special proceedings brought by or against any commission or corporation created by or acting under a power or privilege granted under the act.

Section 15 is amended so as to provide that no taxes shall be imposed upon that portion of any railway constructed under the act which is in process of construction and not in actual operation.

Section 24, subdivision 2, is amended so as to permit every corporation formed under the act to lease, as well as to purchase, hold and use such real estate and property as may be necessary.

Subdivision 3 is amended so as to permit them to cross, intersect, join and unite the railway or railways with any other railway, whether constructed before or after its construction.

Subdivision 5 is amended by dropping out the word "now" in its relation to any steam railway in actual operation, so that it shall apply not only to railways that are in operation at the time of the enactment of the bill but which may be in operation hereafter. And also by striking out the words "or the erection of piers or supports for any elevated railway upon a railway track actually in use in any street or avenue;" the effect of which is that the prohibition against the erection of piers or supports upon a railway track actually in use in any of the streets or avenues no longer exists.

As was pointed out above the bill applies only to New York city, and if it is desired or not opposed by the city authorities the Board sees no reason for opposition.

By the Board.

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#### IV.

REPORT OF THE BOARD ON THE ASSEMBLY BILL (PRINTED NOS. 1117, 1424) ENTITLED "AN ACT TO AMEND CHAPTER 565, LAWS OF 1890, ENTITLED 'AN ACT IN RELATION TO RAILROADS, CONSTITUTING CHAPTER 20 OF THE GENERAL LAWS.'"

May 9, 1892.

*To the Governor of the State of New York:*

The Board herewith respectfully returns Assembly bill (printed Nos. 1117, 1424) entitled "An act to amend chapter 565 Laws of 1890, entitled 'An act in relation to railroads, constituting chapter 20 of the general laws.'"

The title of this bill is defective in that it should read, "constituting chapter 39," instead of "20 of the general laws." It is doubtful, however, whether the defect thus pointed out is fatal.

This bill seeks to amend section 16 of the general act, which is also amended in the bill known as the Revision Commission's bill. The bill under consideration amends the section by including corporations to be affected by it all those organized under chapter 140 of the Laws of 1850, and the acts amendatory thereof and supplementary thereto, thereby giving to the section a retroactive effect which evidently the

Revision Commission did not contemplate. It is further amended by expressly providing that nothing in the section shall apply to the county of Kings nor operate to revive any charter or franchise heretofore given in the city of Brooklyn. In all other respects the section is the same as it stands in chapter 565 of the Laws of 1890.

By the Board.

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V.

REPORT OF THE BOARD ON THE ASSEMBLY BILL (PRINTED NOS. 55, 1342, 1451) ENTITLED "AN ACT RELATIVE TO RAILWAYS IN AND NEAR PUBLIC PARKS IN THE CITIES OF THE STATE OF NEW YORK."

May 9, 1892.

*To the Governor of the State of New York:*

The Board herewith respectfully returns Assembly bill (printed Nos. 55, 1342, 1451) entitled "An act relative to railways in and near public parks in the cities of the State of New York."

This bill is practically an amendment of chapter 407 of the Laws of 1888, entitled "An act relative to railways in the transverse roads of the Central Park in the city of New York."

By the terms of the act it applies only to the city of New York. In brief its effect is to permit the roads built in the transverse ways of Central Park to be extended east and west from such depressed ways through contiguous streets to connect with roads already built and in operation or which may hereafter be built by companies now chartered and existing. The law of 1888 restricted the authorities in the city of New York to the mere matter of construction. Under the terms of this bill under discussion these powers are broadened to construction, equipment and operation.

Since the bill applies only to the city of New York, if the municipal authorities of that city do not oppose it, it is fair to assume that the bill is without objection upon the part of those whom it immediately concerns.

By the Board.

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VI.

REPORT OF THE BOARD ON THE ASSEMBLY BILL, (PRINTED NO. 1505) ENTITLED "AN ACT TO AMEND THE RAILROAD LAW."

May 9, 1892.

*To the Governor of the State of New York:*

The Board herewith respectfully returns Assembly bill (printed No. 1505) entitled "An act to amend the Railroad Law," with the accompanying comments, which are made a part of this report:

*Comments.*

1. The first sentence of the bill repeals section 109 and sections 180 to 183 inclusive of chapter 565 of the Laws of 1890. The attention of the Executive is directed to the fact that sections 180 to 183 are the repealing sections of the old laws existing prior to the first of May, 1891. So far as the bill under consideration is concerned, there is no



further reference to this repeal, and while it may be possible that elsewhere this repealing provision is made, so far as the information is before this Board, it would appear as if the effect was to re-enact all of the old laws.

2. Section 2 is amended by the insertion of subdivision 11, providing that street surface railroads must in their articles of association state the names and description of the streets, avenues and highways in which the road is to be constructed. Also by amending subdivision 12 by providing that the certificates of rapid transit railways must contain the statements required by article 5 of the Railroad Law. And subdivision 13 is amended by providing that in the case of a corporation specified in article 5 of the law, which is that which relates to rapid transit railways, the affidavit of the directors shall show that the full amount of capital stock has been in good faith subscribed and that to the certificate of incorporation shall be annexed the certificate of the railroad commissioners showing the organization of the corporation for the purposes mentioned in the certificate. All of which amendments seem to be proper and to serve a good purpose.

3. Subdivision 10 of section 4 is a new provision. It is as follows: "From time to time to borrow such sums of money as may be necessary for completing and finishing or operating its railroad and to issue and dispose of its bonds for any amount so borrowed and to mortgage its corporate property and franchises to secure the payment of any debt contracted by the company for the purposes aforesaid." This provision is a reversal of the policy of the State as it has obtained for the past ten or fifteen years. Prior to the enactment of the law of 1890, no railroad corporation could mortgage its property and issue bonds except upon the consent of two-thirds of the stockholders. This was accomplished by chapter 724 of the Laws of 1887, and was the result of several years of agitation to that end. The tendency to restrict the powers of the directors of railroads in this way was shown in 1881, when a law was passed making the consent of two-thirds of the stockholders necessary to an increase of capital stock. In 1890 while the method of borrowing money was changed to a certain degree, yet the principle was retained in the provision that no mortgage should be issued without the written consent, duly acknowledged of the stockholders owning at least two-thirds of the stock. When this subdivision is read, in its relation to the first sentence of section 4, to wit: "Subject to the limitations and requirements of this chapter, every railroad corporation in addition to the powers given by the general and stock corporation laws, shall have power," it will be perceived that the policy which has obtained since 1881 at least has been abandoned, and the restrictions placed upon the directors cast away. The board understands that this amendment did not emanate from the Revision Commission.

4. Section 6, in the first instance, is amended by excepting street surface railroad corporations and elevated railway corporations from the provision requiring railroad corporations before constructing any part of their road, to file maps and profiles. It is a very proper amendment. It is further amended by providing that all other corporations shall transmit to the Board of Railroad Commissioners certain described maps, profiles and drawings exhibiting the characteristics of their road. This also is a proper amendment.



5. Section 7 is amended in order to correct certain typographical errors. This is true as to section 12.

6. Section 13, which treats of change of route, grade or terminus, was confined to domestic railroad corporations, and by dropping the word "domestic" now applies to all railway corporations operating roads in this State, whether organized under its laws or the laws of other States. It is further amended by excepting elevated railway corporations from its provisions. These also are proper amendments.

7. Section 16, as it stands in the bill, is identically the section as it exists in the law of 1890, without any amendment whatsoever.

8. Sections 17 and 19 are amended only to correct typographical errors.

9. Section 21 is not new legislation, nor is it indeed an amendment to existing law. It existed heretofore, as chapter 416 of the Laws of 1890, and is now made a part of the general law.

10. Section 32, relating to fences, farm crossings and cattle-guards, is amended so that now a railroad corporation shall, as soon as it has acquired the right of way for its roadway, erect fences, sufficient to prevent cattle, horses, sheep and hogs from passing through; protects farm crossings with gates whenever and wherever reasonably necessary; prohibits the use of barbed wire in such fences; and provides that when railroads shall cross timbered or forest lands sufficient crossings shall be constructed and maintained to enable the owners of said lands to transport logs, timber and lumber for manufacture or sale or for banking on any stream to be floated or driven down the same; and in case of any neglect or dispute, the Supreme Court may by mandamus or other appropriate proceeding compel the same and also fix the point or location of any such crossing. These would appear to be proper amendments.

11. Section 33, relating to signboards, flagmen at crossings and the rate of speed to be maintained is amended by permitting trains to pass protected crossings at forty miles an hour, rather than thirty. If thirty was allowed at a protected crossing there is no reason why forty should not be.

12. Section 34, which relates to the starting of trains, to preferences, and to stations, is amended, first, by the provision that no station established shall be discontinued without the consent of the Board of Railroad Commissioners. This is an excellent amendment, as the numerous complaints on file in this office of the inconvenience arising from the arbitrary action of railroad corporations, will amply attest. The section is further amended by substituting the sentence "no preference for the transaction of the business of a common carrier upon its cars or in its depots or buildings or upon its grounds shall be granted by any railroad corporation to any one of two or more persons, associations or corporations competing in the same business, or in the business of transporting property for themselves or others," for the sentence, "no preference for the transaction of business upon its cars or in its depots," etc. The effect of this amendment is to utterly destroy the intention of the law as it originally stood, since the preferences which the railroad corporations may not show is now limited to common carriers only, and in fact enlarges the control of the corporation.

13. Section 37, relating to rates of fare is amended by providing that each passenger may carry baggage without extra charge to the amount of 150 pounds. This is a very proper amendment.



14. Section 41, relating to sleeping and parlor cars. In the law of 1890, this section provided that each passenger occupying a berth on a sleeping car should be charged forty cents for 100 miles, and three mills for every additional mile, but in no case should the charge exceed eighty cents. In the bill under consideration this is amended so that the limitation of eighty cents is stricken out and such companies are permitted to charge a reasonable compensation for such extra accommodation in addition to the fare and charges now allowed by law for the carriage and transportation of passengers and property in the ordinary cars of said railroad corporation. The law limiting the charge to eighty cents has been a dead letter for many years.

15. Section 43, providing that conductors and employes must wear badge. This section has been amended so that the prohibition against the exercise of any of the powers of his employment without a badge upon his hat or cap indicating his office or employment, shall be limited to the conductor or collector, as it was prior to the enactment of 1890. This is a very proper amendment.

16. Section 44, relating to checks for baggage. This section has been amended so that upon notice to the baggage-master in charge of baggage on the train, of not less than thirty minutes, a passenger holding a check may have his baggage delivered to him at any regular intermediate stopping-place, short of the one to which his baggage was to be transported. This a very proper amendment.

17. Section 46, relating to unclaimed freight and baggage. This section is amended by providing if the name and residence of the owner of any unclaimed property is known to or can be ascertained by the corporation, it shall serve a copy of the notice of the intent to sell the same at public auction upon such owner by mail, in addition to the other notices provided in the section. This is a very proper amendment.

18. Section 48, relative to rights and liabilities of common carriers. This section in the law of 1890, after declaring every railroad corporation doing business in this State, to be a common carrier, provided "any one of two or more corporations owning or operating connecting roads within this State, or partly within and partly without the State, shall be liable as common carriers, for the transportation of passengers or delivery of freight received by it to be transported to any place on the line of a connecting road." This has been amended by inserting after the word "transported" the words "by it," thus limiting its liability to its own carriage.

19. Section 53, relative to riding on platform and walking along track. This section is amended by adding to it the following: "Any person riding, leading or driving any horse or other animal upon any railroad, or within the fences or guards thereof, other than at a farm or street or forest crossing, without the consent of the corporation, shall forfeit to the people of the State the sum of ten dollars, and pay all damages sustained thereby to the party aggrieved." This is a re-enactment of section 44 of chapter 140 of the Laws of 1850, and is proper.

20. Section 54, permitting corporations to establish ferries. Previous to amendment this section only permitted a steam railway corporation to operate a ferry over the waters of the harbor of New York to any



point distant not more than ten miles. It is now amended so as to strike out the restriction as to the distance. There would seem to be no objection to this amendment.

21. Section 56, relating to the carriage of mails. This section is amended by appending a penalty of \$100 for every day of neglect of or refusal to comply with the provisions of the section. This is a re-enactment of the provisions of chapter 275, Laws of 1846, and is proper.

22. Section 57, relating to the annual reports to be made by corporations. In the law of 1890 inadvertently was enacted the old form of the law requiring reports to be made for the fiscal year ending September thirtieth. The rules of this Board as well as chapter 98 of the Laws of 1890, provided that the fiscal year should end June thirtieth. As the section now stands it is entirely proper.

23. Section 59 is an entirely new section. It provides that no railroad corporation hereafter formed shall exercise the powers conferred by law upon such corporations until the Board of Railroad Commissioners shall have certified that the conditions prescribed have been complied with, and that public convenience and necessity require the construction of said railroad, as proposed in said articles of association. If the Board of Railroad Commissioners shall refuse to grant such certificate, the directors of the company may present the fact to a General Term of the Supreme Court and said General Term shall have power in its discretion to order said Board for reasons stated to issue said certificate. This is a provision of law that has been urged upon the Legislature by this Board since its institution in 1883. The arguments that the Board have made in support of this measure are to be found on pages 64 and 65 of the first volume of the report for 1883, on page xxix of the report for 1884, and on page xxix of the report for 1885, and on page xxi of the report for 1886, page xxx in the report for 1887, page xxix of the report for 1888, page xxiv in the report for 1889, with a reference on page xx of the report for 1890, and a recommendation for its enactment on page xxvii of the report for 1891.

24. Section 70. This section, in the form finally given it, confers general powers of consolidation upon corporations, whether railroad corporations or otherwise, whether organized under the laws of this State or otherwise, if such corporations own or operate a railroad, a bridge, or a tunnel, wholly within or partly within this State, or have lines or routes of road which have been located but not constructed (no limitation being expressed as to whether such lines or routes of road shall be within or without the State). These powers are vague and extraordinary; they are absolutely at variance with the legislative policy of the past twenty years. In general that policy has tended to restrict such powers; this section as it now reads would apparently reverse a vast amount that has been gradually accomplished. It should, in the opinion of the Board, be considered in connection with subdivision 10 of section 4, upon which comments have already been submitted. The broad and flexible powers conferred in section 70, if supplemented by the debt-creating ability set forth in subdivision 10 of section 4, may easily prepare the way for transactions such as have been condemned and prohibited in the past.



25. Section 71, relating to the conditions of a consolidation of two or more roads. Subdivision 2 of this section is amended by providing that if the stockholders owning two-thirds of all the stock of each of the corporations proposing to consolidate shall, by a consent in writing, acknowledged as are deeds entitled to be recorded, and endorsed upon said lease or agreement, signify their assent to such consolidation, it shall be deemed and taken as the adoption of such agreement; but if such agreement shall not be assented to in writing by the holders of two-thirds of the stock of each of such corporations, then such agreement shall be submitted to the stockholders of each of such corporations at a meeting thereof, called separately for the purpose of taking the same into consideration. There would seem to be no objection to this amendment. The subdivision is further amended by providing that the holders of stock may vote by proxy, and by striking out the provision that street railroads shall not be consolidated under the provisions of this article. Since there is no provision under article 4 for the leasing or consolidation of street surface railroads, and no reason exists why such roads should not consolidate, there seems to be no objection to this amendment.

26. Section 78, relating to leases of road, is amended by including "any corporation owning or operating any railroad or railroad route within this State." There are certain corporations which are not railroad corporations, which nevertheless are operating railroads in the State, an instance of which is the Delaware and Hudson Canal Company. There seems to be no reason why the privilege of leasing the road or any part of it should not be enjoyed by them as well as by a strictly railroad corporation. The section is further amended by providing that all such contracts shall be recorded in the office of the clerk or register of each county through or into which the road to be used shall run, and by providing that the section shall not apply to any lease in existence prior to May 1, 1891. No objection can be urged to this amendment.

27. Section 80, prohibiting the consolidation and lease of parallel lines. This section is amended so as to except street surface railroad corporations, and further to permit such lease or consolidation when consented to by the Board of Railroad Commissioners. The conditions as to street surface railroads are not the same as surrounding steam roads, and what may be improper in one would not be in the other. The exception, therefore, of street surface roads seems to be proper. Flexibility is given to the section by vesting the power to consent to such consolidation or lease in the Board of Railroad Commissioners, where an exceptional case may occur.

28. Section 90, relating to street surface railroads, is amended by providing that a street surface railroad corporation may file in each of the offices in which its certificates of incorporation are filed, a statement of the names, and description of the streets, roads and highways in which it is proposed to extend its road, and upon filing such statement, it shall have the same power and privileges in the streets, roads and highways on which it extends as it acquired by its incorporation in the streets, roads and highways in which its road is maintained. This would seem to be a proper amendment.



29. Section 91, relating to the consent of property owners and local authorities. This section is amended principally by substituting the word "local" for "municipal," so as to conform to section 18, article 3 of the constitution, and by making more explicit the provision that where a railroad runs through a street or alley bounded on one side by a public square or park, the consent of one-half of the property owners on the other side of such street or avenue, and opposite to such square or park shall also be first obtained. No objection can be urged against these amendments.

30. Section 92, relating to the consent of local authorities. The amendment seeks to provide for the proper publication of the notices of the hearings upon applications for the consent of the local authorities. No objection can be offered against them.

31. Section 93, relating to the sale of franchises at public auction. This section, under its terms, applies only to the city of New York. It is identical, or nearly so, with section 1 of chapter 306 of the Laws of 1892. Such variations are in the nature of greater restrictions and, indeed, are unimportant. In view of the fact that it is already law, comment is unnecessary.

32. Section 94, relative to proceedings if property owners do not consent. This section is amended only in the particular that the determination of the commissioners appointed shall not become effective until confirmed by the court. There can be no objection to this.

33. Section 95, relating to percentage of gross receipts to be paid in cities and villages. This section has been amended so that in effect it applies only to the city of New York. It is further amended by providing that a street surface road existing prior to May 6, 1884, and which shall have extended its tracks or constructed branches, operating the same under the provisions of chapter 252 of the Laws of 1884, or of this article, such corporation need only pay the percentages provided for in the section on such portions of its gross receipts as shall bear the same proportion to its whole gross receipts as the length of its branches bear to the whole length of its line. This amendment is in line with the policy laid down in chapter 252 of the Laws of 1884. There would seem to be no objection to it.

34. Section 98, relating to repair of streets, is amended only in providing that it shall be applicable to street surface railroads.

35. Section 99 is amended by providing that the time for compliance, with the requirements by a street surface railroad corporation incorporated for the purpose of constructing a street surface railroad wholly south of the Harlem river in the city of New York, is extended until June 30, 1893.

36. Section 100, relative to change of motive power, is amended by providing that where a change of motive power is granted the railroad corporation may make any changes in the construction of its road or roadbed or other property rendered necessary by the change in its motive power. This provision was in the original law of 1889, but was omitted in the law of 1890. It is now restored, and no objection can exist.

37. Section 101, relating to the rate of fare. This section is amended so as to provide that the charge of five cents for one continuous ride shall operate only within the limits of an incorporated city



or village. This was the provision of chapter 252 of the Laws of 1884, but was inadvertently changed in the drafting of the law of 1890. Hardship resulted under the operation of the law of 1890, and this amendment seeks to correct the defect. No possible objection can be urged against it.

38. Section 102, relating to the construction of a road in street where other road is built. As amended this section applies only to the city of New York, and is further amended by providing that any street surface railroad corporation, by a unanimous vote of its stockholders, may guarantee the bonds of any other street surface railroad corporation whose road is wholly or in part in the same city.

39. Section 103, relating to abandonment of part of the route of road. This section is new legislation, in the sense that chapter 532 of the Laws of 1889, which contained precisely the same provision, was repealed by the law of 1890. It is now re-enacted, and it never should have been repealed, and therefore no objection can be urged against it.

40. Sections 104 and 105 are amended only in their designation, by numbers, growing out of the dropping and merging of previous sections.

41. Section 106, relating to corporate rights, saved in case of failure to complete road. This is amended first by providing that it shall apply to roads which have operated their completed portion of their railroads continuously for a period of five years instead of ten. Secondly, by making the section applicable to villages having less than 20,000 inhabitants.

42. Section 107, relating to the use of sand upon tracks. This section is amended by substituting "rails" for "tracks" so that sand may be used in the space between rails instead of between tracks.

43. Section 108 is amended only in the change of its number.

44. Section 109, relating to center-bearing rails. This section is a new section, and is in exact terms the same as a bill recommended by the Board of Railroad Commissioners to the Legislature. It prohibits the laying of center-bearing rails in the future. It is a proper amendment.

45. Section 110 is also a new section, and provides that when any street surface railroad corporation shall have crossed any bridge for a period of more than five years, should any other bridge be substituted therefor the company shall not lose its right to cross the new bridge. It would seem to be a just provision.

46. Section 123 is amended by providing in the clause prohibiting elevated railroads being built upon certain streets, that the words "below Fifty-ninth street," after "Fifth avenue," should be stricken out, and the word "above" after Fourth avenue substituted for "and." The effect of this amendment is that no elevated railroad can be built upon any part of Fifth avenue in New York city, nor on Fourth avenue, above Forty-second street. These seem to be proper amendments.

47. Section 124 relating to the adoption of plans and terms upon which roads may be built. This section is amended so as to provide that the commissioners appointed shall not affix and determine upon the time when such railway, or portion of railway, shall be constructed, until notice shall have been given to the local authorities and after hearing of all parties interested. It also empowers such commissioners



after notice and hearing, to determine what compensation, if any, in a gross sum, or in a certain percentage of receipts, shall annually be paid to the local authorities by the corporation formed for the purpose of constructing a railway for public use. To this amendment there would seem to be no objection. It is further amended by adding that the commissioners may select two or more routes, and that the local authorities may consent to the construction and operation of a railway upon one or more of such routes or parts thereof, and the commissioners shall have power to change and readopt routes and plans after they have been submitted to the local authorities in cases where such authorities may recommend such changes or may not be willing to consent to the construction or operation of a railway upon the routes and plans adopted, unless such changes are made therein. The original intention was to permit the commissioners to select several routes from which the company could take one route. By the amendment it would appear that the companies could select more than one route and construct and operate it. The attention of the Executive is especially directed to this amendment.

48. Section 125, relating to appraisal of damages and deposit of money in security. This section is amended so that the court may accept in lieu of the deposit of money or securities required, the bond of the corporation, with two or more sureties to be approved by the court; such bond to be in a sum double the amount of the damages, the sureties to justify in the aggregate to an amount equal to the amount of such bond. The acceptance of the bond instead of the deposit of money is wholly within the discretion of the court. There would seem to be no objection to this amendment.

49. Section 131. This section is amended only to correct a typographical error.

50. Section 133, relating to the confirmation of commissioners' report. This section is amended in consequence of and to conform with the amendment to section 125. That being a proper amendment, this follows as such.

51. Section 136, relating to abandonment of change of route. This section is amended so that when a railway corporation shall apply to the board of supervisors of a county in which such portion of the route is located, which is not within the limits of a city, or if such route is within the limits of a city, then to the mayor, for authority to abandon a portion of its route, five commissioners may be appointed pursuant to such application. When such application is made by a corporation heretofore organized, such commissioners may be appointed within thirty days after presentation of the same by such board of supervisors or as the case may be by the mayor. If such application is made by a corporation hereafter to be organized under this article, such board of supervisors, or as the case may be, such mayor, may within thirty days after the presentation of such application, endorse thereon their or his approval and direction, that it may be presented to the Supreme Court and such court may thereupon appoint such commissioners.

52. Section 140, relating to penalty for violation of the article. This section is amended so as to include persons as well as property in the liability under which elevated railroads are held. It is a proper amendment.



53. Section 142 is amended by providing that the time within which any act which is required to be done under this article may be extended by the Supreme Court for cause shown for one year, and only one extension to be granted. It is also further amended by providing that any company which has heretofore constructed or is now operating an elevated railroad shall be deemed to have been duly incorporated notwithstanding any failure on the part of the commissioners to insert in its articles of association provisions complying with statutory requirements relative to such articles. It is to be presumed that this amendment seeks to correct a defect in the articles of incorporation of some existing corporation.

54. Section 162, relating to the legal effect of the recommendations and actions of the Board of Railroad Commissioners. This section formerly provided that the findings of the Board of Railroad Commissioners should be presumptive evidence of the facts therein stated and the recommendations of the Board should be deemed *prima facie* to be just and reasonable. It has been amended by striking out these provisions.

By the Board.

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## VII.

REPORT OF THE BOARD ON THE ASSEMBLY BILL, ENTITLED "AN ACT TO AMEND SECTIONS 152, 153, 156, 169 AND 170 OF TITLE SIX OF CHAPTER 565 OF THE LAWS OF 1890, ENTITLED 'AN ACT IN RELATION TO RAILROADS, CONSTITUTING CHAPTER 39 OF THE GENERAL LAWS.'"

May 9, 1892.

*To the Governor of the State of New York:*

The Board respectfully returns Assembly bill (printed No. 1529) entitled "An act to amend sections 152, 153, 156, 169 and 170 of title six of chapter 565 of the Laws of 1890, entitled 'An act in relation to railroads, constituting chapter 39 of the general laws.'"

This is a bill which relates exclusively to the Board of Railroad Commissioners. Section 152 is amended so that the secretary of the Board shall have the power to designate one of the clerks appointed by the Board to act as assistant secretary, at any time when the secretary is absent from the city. The powers which such assistant secretary may exercise are limited to the county of Albany and to the time of the absence of the secretary from the office.

There is a frequent call for attested copies of documents which, when certified by the laws, are made evidence in the courts. At present there is no provision for the attesting the signature other than the secretary of the Board. As official duties frequently call him from the office this failure to provide for some other means of attesting papers and certifications has worked hardship. By this amendment such difficulty will be overcome.

Section 153 is amended so as to give to the Board a greater discretion in the matter of its clerical force. When the law for the creation of the Board was first enacted the number of clerks which the Board might engage was limited to six. Why that limitation should have been made in the act before the needs or necessities of the Board by

practical operation could be known, it is difficult to tell. Since that time, however, the Legislature at each session has imposed increased duties on the Board, naturally swelling the volume of business and of clerical work to be performed. The Board asks that the limitation of six clerks be removed so that it can, in its discretion, appoint the number the business demands.

Section 169 is amended as a consequence of the amendment to section 153, in amending it by removing the limitation of \$6,000, the aggregate amount to be paid to the clerks. The Board asks for discretion in this so that it may properly grade the salary of its clerks. The Board desires to call the attention of the Executive to the fact that while these limitations as to the number of clerks and the salaries to be paid to them is removed by these amendments, that the limitation of the appropriation still remains; in other words, the Board only asks discretion within the appropriation, which is not increased, nor has it been since the establishment of the Board. This section is also amended so as to increase the salary of the secretary to \$6,000. The railroad companies bearing this expense recognize the justice of this increase and favor it. As has already been stated, the general appropriation of the board is not increased.

Section 170 is amended by excepting from the limitation of \$50,000 expense the cost of printing and binding the annual reports of the Board as provided by law. The payment of such reports is provided by chapter 588 of the Laws of 1886. Under the old form of the law there was no question whatever that this cost did not properly come from the \$50,000 appropriation. In fact, the law did not contemplate the printing of 7,000 copies. The Laws of 1885 and 1886 provided for this publishing of reports and providing for the payment of their cost and this was done by the Legislature without the advice, suggestion or consent of the Board of Railroad Commissioners of that day. The question, however, has been raised that the section, as it stands in chapter 565 of the Laws of 1890, is open to the construction that that expense must be charged against the \$50,000 appropriation. Such charge, were that construction to obtain, would necessitate an increased appropriation for the Board.

The Board has thus enumerated every amendment made to the law in the bill and respectfully requests your signature to the bill.

By the Board.

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## VIII.

REPORT OF THE BOARD ON THE SENATE BILL (PRINTED No. 416)  
ENTITLED "AN ACT TO AMEND SECTION 101, ARTICLE 4, CHAPTER  
565 OF THE LAWS OF 1890, ENTITLED 'AN ACT IN RELATION TO  
RAILROADS, CONSTITUTING CHAPTER THIRTY-NINE OF THE GEN-  
ERAL LAWS.'"

*May, 9, 1892.*

*To the Governor of the State of New York:*

The Board herewith respectfully returns Senate bill (printed No. 416) entitled "An act to amend section 101, article 4, chapter 565 of the Laws of 1890, entitled 'An act in relation to railroads, constituting chapter thirty-nine of the general law.'"



This bill seeks to correct an inadvertence upon the part of the Revision Commission in section 101 of chapter 565 of the Laws of 1890, occurring by omitting the words "within the limits of any incorporated city or village." The effect of this omission restricted the railroads to charge but five cents for a continuous passage, whether the line was wholly or partially within the limits of an incorporated village or city. The laws of 1884 permitted a railroad company to charge more than one fare where the railroad crossed the line of a civil division and sought a terminus in a town or place other than that in which it began. The omission in the act of 1890 was a great hardship to many of the roads in the interior of the state, and this Board in 1890, in calling the attention of the Executive to the omission, then recommended that it should be reinserted. It believes that this bill could with great propriety receive the Executive sanction. However, the bill of the Revision Commissioners also amends this section in the same manner, and, therefore, if your sanction should be given to such bill, Senate bill No. 416, the one under discussion would be unnecessary.

By the Board.

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## IX.

REPORT OF THE BOARD ON THE SENATE BILLS (PRINTED NOS. 94, 553) ENTITLED "AN ACT TO AMEND SECTIONS ONE AND TWO OF CHAPTER 529 OF THE LAWS OF 1887, ENTITLED 'AN ACT TO REGULATE THE HOURS OF LABOR IN THE STREET SURFACE RAILROADS CHARTERED BY THE STATE.'"

May 9, 1892.

*To the Governor of the State of New York:*

The Board herewith respectfully returns Senate bills (printed Nos. 94, 553) entitled "An act to amend sections one and two of chapter 529 of the Laws of 1887, entitled 'An act to regulate the hours of labor in the street surface railroads chartered by the State.'"

This bill amends section 1 of chapter 529, by omitting the provision that ten hours' labor shall be performed within twelve consecutive hours, and the words, "and elevated railroads" and substitutes for cities of more than 100,000 inhabitants the words "over 50,000 inhabitants." It amends section 2 by making it a misdemeanor upon the part of any officer or agent of a railroad to accept from any of its employes in such cities, under agreement or otherwise, more than ten hours' labor in any day, as well as to exact it.

The effect of it is that ten hours labor may be exacted but not necessarily within twelve consecutive hours; that elevated railroads are exempted from the provisions of the law of 1887, which was at the time of its passage supposed to be in the interest of the workingmen; and that no contract can be entered into between employer and employe for more than ten hours labor, no matter what the circumstances, except in cases of accident or unavoidable delay.

By the Board.

## X.

REPORT OF THE BOARD ON THE SENATE BILL (PRINTED NO. 618)  
ENTITLED "AN ACT FOR THE RELIEF OF STREET SURFACE RAIL-  
ROAD COMPANIES ORGANIZED UNDER CHAPTER 252 OF THE LAWS  
OF 1884."

May 9, 1892.

*To the Governor of the State of New York:*

The Board of Railroad Commissioners herewith respectfully return Senate bill (printed No. 618) entitled "An act for the relief of street surface railroad companies organized under chapter 252 of the Laws of 1884."

This bill provides that a railroad company now organized which is operating any extension or branch of its road along any street or highway or portion thereof within the county named in its articles of association, and which shall have obtained the consent of the owners of one-half in value of the property bounded on the road and also of the local authorities, shall be authorized to operate and maintain the same as fully as if said streets and highways or portions thereof had been fully named in its articles of association, upon filing in the office of the Secretary of State a certificate signed by its board of directors, containing a statement of the names of the cities, towns, villages and counties and the names or descriptions of the streets, avenues and highways in which such extension or branch has been constructed, and the length thereof; whereupon these extensions and branches shall be considered a part of the lines of railway of such corporation, with the same force and effect as if they were fully named and described in the original articles of association.

Chapter 252 of the Laws of 1884 provided that all branches and extensions, as well as new roads, should be named in the articles of incorporation. This bill evidently seeks to remedy a defect in non-compliance with the provision of the law of 1884.

There seems to be no objection to the bill, and the Board deems that it can receive executive approval without detriment to public interests.

By the Board.

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XI.

REPORT OF THE BOARD ON THE SENATE BILL, (PRINTED NO. 627)  
ENTITLED "AN ACT TO REGULATE THE CUSTODY AND DISBURSEMENT  
OF EXPERIMENTAL ELEVATED RAILWAY INCOME PERCENTAGE SPECIAL  
TAX RECEIPTS IN CERTAIN CASES."

May 9, 1892.

*To the Governor of the State of New York:*

The Board herewith respectfully returns Senate bill (printed No. 627) entitled "An act to regulate the custody and disbursement of experimental elevated railway income percentage special tax receipts in certain cases."



This bill has been before the Legislature for a number of years, and has as regularly failed to receive executive sanction. The Board quotes from its report to your predecessor in 1889:

"As stated by the corporation counsel of the city of New York, in a brief with regard to this measure, 'The object of the bill is to turn over to one Charles T. Harvey, the sum of \$206,611.70 now in the treasury of the city of New York, and the property of the corporation, as an indemnity to him for certain wrongs which he is alleged to have suffered by reason of some supposed acts of bad faith toward himself on the part of State officers or State authority in connection with a railroad enterprise in the city of New York.'

"The merits of Mr. Harvey's claim have been differently viewed by bodies and committees investigating it. The Board is not prepared to express an opinion thereon at the present writing. It deems, however, that it can with propriety fall back upon a decision of the Court of Appeals rendered June 1, 1886, in a suit brought by the city of New York to resist the payment of these funds to Charles T. Harvey, in accordance with chapter 554 of the Laws of 1885, which law was at that time declared unconstitutional.

"In that decision, speaking of the experiments which Mr. Harvey made and for which he demands this compensation the court says, 'But these were Harvey's experiments; no one directed him to make them. Neither the city nor the State so far as the record shows, owed him anything for them or was under the slightest legal or equitable obligation to bear their expense and compensate him therefor.'"

The Board at that time carefully examined each of the provisions of the bill and concluded that it was one "from which the Executive might with great propriety withhold approval."

This report is to be found on page 19 *et seq.* in the report for the year 1889.

The bill under consideration does not differ materially from the one then discussed, except in the amount of money claimed, which has been increased, apparently by the interest.

The Board sees no more reason why the bill of 1892 should become a law, than it did the bill of 1889.

By the Board.

## XII.

REPORT OF THE BOARD ON THE SENATE BILL (PRINTED NO. 876)  
ENTITLED "AN ACT TO AMEND AND ADD TO THE RAILROAD LAW."

May 9, 1892.

*To the Governor of the State of New York:*

The Board of Railroad Commissioners respectfully returns Senate bill (printed No. 876) entitled "An act to amend and add to the Railroad Law."

This bill provides that a railroad which is not longer than sixteen miles, intended in large part for summer travel need not operate its road except in the months of June, July, August and September; that the motive power may be elec-

tricity; and if the road is not longer than ten miles it shall have authority to charge fifteen cents a mile or fraction thereof. This is done by adding to the Railroad Law a new section to be known as section 21. The railroad revision bill now before you also provides for a section 21, which relates to electric light and power corporations, providing that under certain conditions they shall become railroad corporations. Confusion would result were you to give your signature to that bill as well as this one, from this cause. But graver objections than this exist. Section 55 of chapter 565 of the Laws of 1890, already provides that the directors of any railroad corporation used principally for transporting lumber or ores during the summer months or for summer travel, may apply to the Board of Railroad Commissioners for authority to suspend its operations for a period not exceeding seven months. This section is carefully drawn and the public interests closely guarded. It does not seem that the interests of the public are served by this indirect repeal of section 55. It is not a discretion which should be vested in the railroad company.

Section 100 of chapter 565 of the Laws of 1890, vests the Board of Railroad Commissioners with power to approve of any change of motive power a road may desire, and it is competent for any road which is projected to organize under the form of electric motive power, so that if the bill under consideration seeks to invest any particular road or roads with the power to use electricity as a motive power, the same can be obtained under existing law.

Section 37, chapter 565, Laws of 1890, provides most liberally for those roads in the operation of which heavy grades have to be overcome. For instance, where the motive power is rope or cable propelled by stationary power, five cents with the right to a minimum fare of ten cents; if less than two miles in length and overcome an elevation of 500 feet or more to the mile, five cents for every 100 feet of elevation; if a narrow gauge road, outside of the limits of any incorporated city, not more than twenty-five miles in length, five cents; and if it overcomes an elevation of 200 feet to the mile, for at least two consecutive miles, ten cents; if 300 feet, five cents for each 100 feet of elevation; and if 1,000 feet, seven cents for each 100 feet of elevation. Fifteen cents a mile is a charge on a railroad having no grades, without precedent in the State, and clearly is an enormous one. If the road or roads sought to be effected by this bill have grades to overcome, there is ample provision in section 37 for them.

The Board deems, for the reasons above given, that the objects sought to be accomplished by the bill can be accomplished under the law as it now stands, except in the matter of the fare, which, in the opinion of the Board, is improper, and therefore suggests that the bill ought not to become a law.

By the Board.



# COMPLAINTS

OF

CITIES, TOWNS, ASSOCIATIONS, INDIVIDUALS, ETC.

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## I.

JAMES MERRIMAN *v.* THE UTICA BELT STREET BELT LINE RAILROAD COMPANY.

November 6, 1891.

The allegation was that at the crossing of the street road over the tracks of the Delaware, Lackawanna and Western Railroad Company, by the street electric cars the noise was so great as to be an intolerable nuisance, occurring as it did every seven and a half minutes until midnight. The company denied the nuisance and insisted that the crossing was of a construction approved by railroad men.

The Board caused an inspection of the crossing in question and the complaint was found to be well founded. The substitution of a crossing plate solidly laid, such as are in use where a steam road crosses another, was suggested.

The company acquiesced in the suggestion.

By the Board.

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## II.

M. W. LEECH, HIGHWAY COMMISSIONER OF THE TOWN OF MANLIUS, *v.* THE WEST SHORE RAILROAD COMPANY.

November 9, 1891.

The complaint was that a dangerous crossing at grade existed at Kirkville, on the line of the West Shore Railroad, made so by the erection of a high board fence which concealed the view from the west and a section or tool-house on the east. The company admitted the dangerous condition and proposed to cut down this fence, which was a snow fence eight feet high, for the space of 300 feet to six feet, and remove the section-house. To this proposition the complainant strenuously objected as no remedy at all, since a fence six feet high would be as great an obstruction as one eight feet high.

Whereupon the company proposed to erect instead of this fence a low, movable one. This proposition was forwarded to the complainant; as he has made no reply it is presumed it is satisfactory.

By the Board.

## III.

MRS. M. A. ROBINSON *v.* THE NEW YORK AND MASSACHUSETTS  
RAILROAD COMPANY.

December 16, 1891.

Mrs. Robinson complained that the smokestacks of the engines of the company complained of were not properly protected by screens, whereby live cinders were thrown into her fields and fire communicated. She had lost hay by this means to a considerable amount, and her buildings were continually in jeopardy. On transmitting the complaint to the company, it made answer that complaint had been made by Mrs. Robinson to the company subsequent to the making of the complaint to the Board, that her claims had been paid in full, her receipt for which payments are held by the company. The complainant did not reply when this letter was communicated to her, and the Board presumes this to be true.

By the Board. \_\_\_\_\_

## IV.

W. S. CARSON *v.* THE NEW YORK CENTRAL AND HUDSON RIVER  
RAILROAD COMPANY.

December 28, 1891.

The complainant alleged that the New York Central and Hudson River Railroad charged at the rate of three cents a mile from Geneva to Lyons, in violation of the legal fee of two cents.

The reply of the company was that the road between the points named was not a part of the system of the Central but was the Geneva, Lyons and Corning road and leased to the Fall Brook Coal Company and was by statute entitled to exact three cents. An investigation made by the Board discovered this to be the exact fact and the complainant was so informed.

By the Board. \_\_\_\_\_

## V.

JACKSON'S EXPRESS COMPANY *v.* THE LONG ISLAND RAILROAD  
COMPANY.

December 29, 1891.

This complaint, dated November 4, 1891, was lodged with the Board. It alleged that both the Long Island and Pennsylvania Railroad companies refused to sign receipts for passenger baggage left by Jackson's Express at their stations. That at all railroad stations and boats in New York, except at those of these two companies, receipts were signed; that both these railroad companies signed such receipts for other local express companies and that Jackson's was the only express company that such companies refused to sign for.



The complaint against the Pennsylvania railroad was withdrawn on November fifth, inasmuch as the company agreed to sign the receipts requested.

After transmission of the complaint to the Long Island company and considerable correspondence, a letter dated November fifteen from Mr. Corbin was received, in which he states "I will say this, that if Mr. Jackson will prepare his receipts specifying the baggage he is to leave so that it can be identified and stating in the receipt that in case the receipt is not returned the Long Island Express Company may deliver it to any person claiming it at the risk of Jackson's Express, I will instruct the express company to check off the baggage with their check and give him a receipt for it, they having prepared it in that form. He certainly should be entitled to have the same treatment that others have, and I will see that he gets it."

To this suggestion of Mr. Corbin, Mr. Jackson very properly declined to conform.

In a letter received from Mr. Benjamin Norson, vice-president of the railroad company, he states that he is *informed* that the railroad company is acting no differently from other railroads which center in New York, and that furthermore there are but two express companies in the latter city (the volume of whose business is so considerable that it is a matter of absolute necessity) to whom such a favor as the Jackson company asks is accorded.

The Board is of the opinion that the demand of Mr. Jackson is in no sense a favor, but a right. The railroad company admits that the receipts for baggage are given to at least two express companies. Mr. Jackson's Express has been in operation for many years and is a responsible company. The Board is of the opinion that it is his right to receive receipts for passenger baggage, without any condition that such baggage may be delivered to anybody claiming it without showing Jackson's receipt to such passenger.

#### RECOMMENDATION.

The Board recommends that the Long Island Railroad Company instruct its agents at its stations to sign receipts for passengers' baggage delivered by Jackson's Express Company, without affixing any conditions that such baggage may be delivered to persons claiming it without showing the receipts given by Jackson to such persons.

The company, however, in effect, refused to comply with the recommendation and was finally cited to show cause why its failure to comply should not be presented to the Attorney General for his action. At such hearing the company appeared by counsel, defending its action and asking that the Board suspend all proceedings in the matter. The Board did present the papers in the case to the Attorney General. When appearances were made before that official an amicable conclusion was reached between the parties to the proceedings, the complainant being put upon the same ground as other express carriers.

By the Board.

## VI.

IN THE MATTER OF THE COMPLAINT OF JEWELL & STONEMAN OF MACHIAS, N. Y., *v.* THE WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

January 12, 1892.

This complaint, dated December 1, 1891, alleges that the complainants were charged by the Western New York and Pennsylvania Railroad Company nine dollars and sixty cents each on two cars of potatoes, for drawing said cars from Old Machias to Machias Junction (the point of intersection with the Buffalo, Rochester and Pittsburg Railroads), the distance being less than two miles.

The railroad company admitted that the charge had been made and paid, but attempted to justify itself upon the ground that the points to which the cars were consigned, viz.: Walston and Punxsutawney, on the line of the Buffalo, Rochester and Pittsburg Railroad, could have been reached by despatching the cars over the Western New York and Pennsylvania Railroad consigned to these respective points on the B. R. & P. R. R., with which company the W. N. Y. & P. R. R. Co. claim to have a joint traffic arrangement, and that had the shippers made "proper application" to the W. N. Y. & P. Co., a through rate would have been given them which would have been no higher than complainants paid from Machias Junction to the B. R. & P. R. R. Co.

The complainants deny that any other rate could be obtained from Machias, and submit an affidavit signed and sworn to by George A. Stoneman that some time in the forepart of December, 1891, he, Stoneman, asked M. S. Cole, the agent of the W. N. Y. & P. R. R. at Machias, if he, Cole, had a through rate on potatoes in car loads from old Machias or Yorkshire to Walston and Punxsutawney, Pa., by the W. N. Y. & P. R. R., that he, Stoneman, was informed by said agent Cole that he had no through rate on file covering shipments of potatoes in car loads from Old Machias or Yorkshire to these points. Deponent further says that on the second day of January, 1892, he was informed by said agent Cole, that he had not then in his possession, neither had he at any time during the year 1891, through rates covering shipments of potatoes in car loads from Old Machias or Yorkshire to Walston and Punxsutawney via the W. N. Y. & P. R. R.

In course of the correspondence some comparisons were drawn between the rates charged on ice from Machias to Buffalo and the charge made on these potatoes. The comparison, however, does not seem to be pertinent.

The Board is of the opinion that the charge of nine dollars and sixty cents for hauling a car load of 24,000 pounds of potatoes a distance of two miles from Machias to Machias Junction was excessive, as compared with the charges for similar service on any railroad within the State.

## RECOMMENDATION.

The Board recommends that the Western New York & Pennsylvania Railroad Company refund to Jewell & Stoneman the sum of eleven dollars and twenty cents, that is, all the charges made in excess of four dollars each for hauling these cars from Machias to Machias Junction.

By the Board.



## VII.

E. E. FRENCH *v.* THE UTICA BELT LINE RAILROAD COMPANY.*January 12, 1892.*

The condition of the track and roadbed in front of the complainant's property was complained of and an inspection of the same asked.

The reply of the company was rather an attack upon the hotel of which French was the proprietor, than a defence of the condition of the track.

An inspection was ordered and the track was found to be in a very bad condition, the rails extending considerably above the level of the road, the roadway between the tracks dug out and the planking where it had been worn out left in a dangerous condition, the whole making passage to the hotel inconvenient to wagons and dangerous to light vehicles. The Board issued an order to show cause why it should not recommend the repairs. The company asked to be relieved from showing cause, and promised to put the road in proper condition. The promise has been fulfilled.

By the Board.

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## VIII.

STEPHEN H. INFELD *v.* THE DELAWARE AND HUDSON CANAL COMPANY.*January 13, 1892.*

The complainant is highway commissioner of the town of Fort Ann, Washington county, and his complaint was that the crossing at the Wray highway north of Comstock's station was over an embankment and so narrow as to be dangerous.

When this condition was presented to the company orders were promptly given to widen the highway to the full width of twenty-six feet, which was as promptly executed.

By the Board.

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## IX.

IN THE MATTER OF THE COMPLAINT OF THE BOARD OF SUPERVISORS OF ORANGE COUNTY AGAINST THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY, AS TO LACK OF STATION FACILITIES AT NEWBURG JUNCTION.

*February 1, 1892.*

This complaint reached the Board on the twenty-fourth of December, 1891, in the form of a preamble and resolution adopted by the board of supervisors of the county of Orange, as follows:

"Whereas, it has come to the personal notice of members of this board, especially to the members of Newburgh city and towns of the eastern portion of the county (of necessity compelled to travel on the Erie railway) that the station or waiting room at Newburgh Junction is

inadequate to accommodate the number of travelers at such place on said railway; in fact, it is almost intolerable for ladies and unfit and entirely unsuitable for men,

*Resolved*, That the sense of this board is that the said railway should be requested to erect a suitable waiting room at such junction. Be it further,

*Resolved*, That the clerk of this board be instructed to send certified copies of this resolution to the Railroad Commissioners of the State."

The complaint was forwarded to the railroad company, and on the fourth day of January a reply was received from John King, President, stating in substance that Newburgh Junction is not a station or regular stopping place for passenger trains; that it is located within a mile of Turners, at which point business to and from the Newburgh branch is transferred; that the only trains that stop there are for the purpose of transferring to the Newburgh branch train, which is standing to receive passengers from it.

A member of the Board visited the premises, and from an inspection and information received from supervisor Charles Ketcham of the town of Cornwall, and an examination of the time table, it appears that there are several trains that are scheduled to stop at this point; and that at certain periods of the year the travel is considerable. Members of the board of supervisors, judges, lawyers, witnesses and others attending court at the county seat, are in the habit of taking train No. 30, which the time table shows arrives at Newburgh Junction at 5.36 P. M., where they wait until the 6.15 P. M. train arrives, making a wait of over half an hour. Similar complaints were made in regard to other connections at this point.

The accommodations at Newburgh Junction are not, in the opinion of the Board, satisfactory, and the Board therefore,

*Recommends*, That a proper and suitable waiting room be erected at Newburgh Junction by the New York, Lake Erie and Western Railroad Company, for the accommodation of the patrons of the road.

By the Board.

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## X.

### JOHN LYON v. THE LONG ISLAND RAILROAD COMPANY.

February 4, 1892.

The complaint alleged that a great number of accidents had and were occurring on the branch of the road known as the Montauk or South Shore division, through insufficiently protected crossings and the neglect of the company to station flagmen and erect gates at certain crossings as ordered by the county judge. The complaint gave the names of several killed. An investigation showed that the company had neglected to comply with the statute and requirements of the Board, in forwarded reports of such accidents. The Board in transmitting a copy of the complaint, demanded the reason of such failure. It may be remarked here that reports of accidents are now filed with the Board as required.

A further item of complaint was that the crossings were frequently blocked at Rockville Center, and upon one occasion a train loaded with fertilizers was left from Saturday night to Monday morning. Investi-



gations upon the part of the company discovered this part of the complaint to be true, and the offender was suspended thirty days as a matter of discipline.

The company admitted that the company had been held responsible for the death of one of the persons alluded to in the complaint, Epenetus Wood, in not having the crossings (at Freel, a mile east of Rockville Center), protected by gates and flagmen, while it exonerated the employes or crew of the train.

In extenuation the company, in its answer, set forth that the night was dark and stormy and that Wood was an aged and deaf man, who had attempted to drive across the track in front of the train, though the whistle was blown. As to whether the whistle was blown or not there is some doubt, as there is conflicting testimony on that point. The others specified in the complaint were not killed on the crossing, but on the tracks near there, and were trespassers to whom all possible warning was given by blowing of whistle and ringing of bells.

The company claimed that at the time of making the answer the order of the court had been complied with as to the crossings at Valley Stream and Pearsalls and that bells had been erected at Rockville Center and Freeport crossings. The company promises that gates should be erected at Rockville Center, Freeport and Mevrick plank road, doing away with bells at the two first named.

In reply the complainant said that a flagman had been placed for one day at Rockville Center crossing and at the others for a night or two, and that in effect the orders of the court had not been complied with.

The company repeated that the order of the court had been explicitly complied with. That it was ordered to establish flagmen at three crossings, that the company had been petitioned by residents to protect five crossings and the complainant's reference were to the two not included in the court's order.

As no further reply was made to this communication by the complainant when transmitted, it is presumed he was satisfied.

By the Board.

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## XI.

### RUDOLPH KRAFT *v.* THE STATEN ISLAND RAPID TRANSIT RAILROAD COMPANY.

February 1, 1892.

Mr. Kraft complained of the manner in which a dangerous crossing at Tottenville of the above road was protected. He alleged that the flagman was defective in vision and mentally incompetent to do the work he was called upon to perform. The company in express terms denied the charges. Both sides asked for an inspection of the crossing, and consequently Commissioner Rickard of the Board made such inspection. The remedy of the evil seemed to lay in a change of location of the tracks. Over this a discussion arose and it was soon found that the company was willing to make such removal of tracks provided the village of Tottenville would share the cost of the work, and that the village was willing to bear its proportionate share.

Subsequently, however, it was found that the charter of the village stood in the way of such expenditure upon the part of authorities, and an effort was made to induce the Board to compel the railroad company to perform the work of removal at its own expense.

An examination of the statutes bearing upon the question at issue developed that by the provisions of subdivision 2, section 3, subdivision 3, section 7 and section 13 of chapter 565 of the Laws of 1890, known as the "Railroad Law," that the said railroad company had the privilege, if it so elected, to change the route of its road, so as to do away with the objectionable features of the highway crossing complained of, and to take lands by condemnation, if necessary, for such purpose. No provisions of the law could be found, however, by which the railroad company could be compelled to effect such a change, having once located and constructed its road in compliance with the law.

It was, therefore, scarcely within the province of the Board to order such a change, although it might very properly look upon such a change of route as desirable. The adjustment of the expense, attendant upon such a change, would, therefore, seem to be a matter lying solely between the authorities of the village of Tottenville and the railroad company. This Board having no jurisdiction in the matter how such adjustment could be effected, in view of the provisions of the charter of the village of Tottenville was, therefore, a question for the corporate counsel of the village to determine.

By the Board.

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## XII.

GEORGE S. PENFIELD *v.* THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

*February 8, 1892.*

In 1887 the residents of Washingtonville, a small place near Mount Vernon, Westchester county, on the New York Central and Hudson River railroad, complained that there was no accommodations at that place for passengers, such as the importance of the traffic it could supply would warrant. After hearing an investigation the Board recommended that a covered platform station be established and maintained, which was done.

In January of the present year the complainant set forth that the rate of fare was the same as from the station next further from the city and that no tickets were on sale. The complainant alleged that the traffic amounted to 150 daily.

The company in its answer set forth that the station as established and maintained was in accordance with the order of the Board of 1887, and that sixteen north bound and thirteen south bound passengers stop at the station daily, though the patronage hardly justified the expense consequent thereupon. The company, in addition, said that in view of certain improvements to be made in accordance with a contract entered into between the village of South Mount Vernon (Washingtonville) by its president, and the New York, New Haven and Hartford Railroad Company, increased station accommodations would be provided at this point at an early day.



A copy of this answer was transmitted to the complainant with a request for reply. Since none has been received the Board assumes that the complainant was satisfied with it.

By the Board.

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### XIII.

STAATES E. MEAD *v.* NEW YORK CENTRAL AND HUDSON RIVER  
RAILROAD COMPANY.

February 13, 1892.

The complaint alleged that a cow belonging to the complainant had been killed on the Lake Mahopac branch of the Harlem division by the defendant's engine, the cow having gotten upon the tracks by reason of the insufficient condition of the fences on the line. Upon the transmission of the complaint the company paid the complainant the damages claimed, as the Board was informed by both defendant and complainant.

By the Board.

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### XIV.

NATHANIEL VOOS *v.* THE NEW YORK AND HARLEM RAILROAD  
COMPANY.

February 25, 1892.

The complaint was that through the insufficiency of the company's fence on the line of the Mahopac branch two cows belonging to the complainant got upon the track and were struck by a passing train, injuring them severely by breaking their legs.

When the complainant was assured by the superintendent that any claim he might have against the company would not be prejudiced by removal of the cows he had them appraised, the sum being \$80 and subsequently butchered at a cost of \$10, making his claim against the company \$90. The dressed meat he sold for \$32.47, leaving a balance of claim against the company of \$57.53, which he claimed the company would not consider.

Upon the transmission of the complaint the company settled the claim, the Board being so informed by the complainant.

By the Board.

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### XV.

A. H. BROWN *v.* THE NEW YORK CENTRAL AND HUDSON RIVER  
RAILROAD COMPANY.

March 28, 1892.

This complaint alleged that during the summer of 1891 that the New York Central and Hudson River railroad station at West Batavia was destroyed by fire. This station was on the north side of the track furthest away from the great bulk of the population of the town, making it necessary for passengers to cross the four tracks to take a

train. This was dangerous by reason of the number of freight trains frequently passing. When the company began the erection of a new station to take the place of the one burned it determined to build on the site of the old station, and at the time of the making of the complaint it had already nearly completed the foundation walls. The complaint was in fact a petition that the new station should be built on the south side of the track.

In answer, the company sets up that the site had been chosen because the ground on the north side was reasonably high and dry, whereas on the south it was marshy and seven feet below the level of the main track; that there was ample room upon the north side, whereas upon the south side the building must of necessity be within five feet of the tracks; that the business was small and but one man was employed, and it was more convenient to have both freight and passenger stations on the same side.

Before going further in the matter the Board required that a petition should be received from the residents of West Batavia which should be some indication of the general need and sentiment as to the location of the station. Such a petition, numerously signed, was forwarded to the Board promptly; thereupon the Board caused an inspection of the premises to be made.

From this inspection it was learned that the original location of the station on the north side was an error, and as well the omission of a suitable freight-house was an error and had militated against an increase of traffic at that point. The suggestion was made that the foundations on the north side almost completed at the time of the inspection should be used for the foundations of a suitable and commodious freight-house, and that a new station building should be erected on the south side of the track 200 feet west of the highway crossing the tracks, where an excellent site could be secured, by the purchase of an eighth of an acre of additional ground. The necessity for the protection of the highway crossing at that point by gates and flagman was also discovered.

To all these suggestions the company acceded and promised to make the improvements desired by the people of West Batavia and suggested by the Board.

By the Board. \_\_\_\_\_

## XVI.

MILTON TRAVERS AS COMMISSIONER OF HIGHWAYS OF THE TOWN OF  
DEPOSIT v. THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD  
COMPANY.

March 28, 1892.

The complaint was that the company had erected a switch at Hall's Eddy in the town of Deposit, nearly parallel with its main line, so that it passed over a highway in close proximity to the rails of the main line. Upon the east side of the highway as the crossing was approached from the south was a high embankment which obstructed the view of trains approaching from the east. In the use of the switch, it was alleged that the habit of the train men was to run the



cars over the highway thus obstructing the view from the west. Inasmuch as five rods from this crossing to the south there was a river which was crossed by teams over a covered bridge, when the crossing was obstructed by cars, the view of approaching trains was cut off from both sides.

In transmitting this complaint the Board called the attention of the company to the provisions of the statute (chap. 358, Laws of 1891) making the obstruction of a farm or highway crossing for more than five consecutive minutes a misdemeanor. The company informed the Board that positive instructions had been given that close attention must be given to keeping the highway open, and to avoid in every way interference with its free use by the public.

By the Board.

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## XVII.

### IN THE MATTER OF THE COMPLAINT OF E. V. PARKER AGAINST THE NEW YORK, LAKE ERIE AND BUFFALO RAILROAD COMPANY.

March 28, 1892.

This complaint, dated December 29, 1891, alleges that merchants of Rochester engaged in the business of selling groceries, are permitted to ship goods to points on the defendant's road fourth class without regard to their weight or bulk. This, the complainant alleges, constitutes a discrimination in classification against the New York merchants dealing in the same line of goods and selling at the same points. Goods are shipped from New York to the points named under four classifications, and the same rule applies to goods shipped from New York to Rochester. The discrimination is alleged to occur in the shipment of these same goods from Rochester fourth-class. For instance, the rate on tea to Livonia from New York would be thirty-five cents per hundred pounds; from New York to Rochester twenty-five cents, and from Rochester to Livonia (fourth class) seven cents, together thirty-two cents, which would show an apparent discrimination of three cents against New York.

There is no dispute as to the facts. The defendant company admits the rates and the rule obtaining, and justifies the practice upon the ground that if it were otherwise, the large merchants of Rochester could not handle the goods in competition with New York houses selling direct. This rule and practice governs all competing lines out of Rochester. It is not alleged that this rule and classification is not open to all who desire to avail themselves of it.

It is difficult to see wherein the discrimination really exists, since it is competent for the New York merchant to ship his goods to Rochester at the twenty-five cent rate and from thence to Livonia under the fourth classification. At Rochester, doubtless he would be met with the additional cost of handling the goods, in receiving and reshipping the same, but the Rochester merchant meets the same expense, and it may be urged that the Rochester merchant in breaking bulk and handling goods as received from New York, incurs an expense which makes the cost of shipment from New York to Livonia by way of Rochester to him as great as the cost of a direct shipment from New York to

Livonia. But whether it does or not, the fact that the New York merchant can, if he sees fit, avail himself of the New York-Rochester rate and the Rochester-Livonia rate would seem to dispose of the charge of any discrimination.

In this view of the question the Board believes no real discrimination exists, and the complaint is dismissed.

By the Board.

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### XVIII.

#### IN THE MATTER OF THE COMPLAINT OF JAMES S. ROOT AGAINST THE LEHIGH VALLEY RAILROAD COMPANY.

March 31, 1892.

This complaint, under date of July 16, 1891, was lodged with the Board and alleged that a new line of railroad was being built from Geneva to Buffalo by the Buffalo and Geneva Railway Company and that in the town of Phelps the line runs across the farm of Mrs. E. Root; that an injustice is being done her in not making a proper pass-way for stock, etc., across the line; that the farm is used for dairy and other farm products; that as the railroad company propose to leave the matter there was no place for stock to go to water to the creek on the north end of the farm without an attendant; that even with an attendant there was danger in driving stock over the grade crossing, as a train coming from the east could be seen only a few rods away because of an embankment twenty or more feet high formed by a cut; that the same danger attended the driving of teams across the track; that by reason of the fact that there was a spot where the ground is sufficiently depressed for a passway, relief could be obtained by the construction of an undercrossing.

This complaint was transmitted to W. S. Bissell as president of the Buffalo and Geneva Railway Company. It appeared, however, that the company had been merged with the Lehigh Valley Railway Company, Mr. Bissell remaining as counsel. In a letter of July 28th to this Board, Mr. Bissell informed it that he has drawn the attention of the chief engineer to the matter. Considerable delay ensued, although the Board was informed that a resident engineer had called upon Mrs. Root and told her that the company would submit a proposition to buy the property on the south and cut off from the body of the farm by the line of the road, as it would be cheaper than to build a passage for the stock under the road. Nothing, however, came of the proposition, and in the meantime the condition complained of in July was made more inconvenient by the fences that had been built and the heavy gates that were set up at the grade crossing, which made it necessary to employ two or three persons to drive the stock across the road.

The Board, under these circumstances, addressed a communication to Mr. Wilber, the president of the Lehigh Valley road, asking if it were not practicable to construct an undercrossing at the point. To this communication the company, by its counsel, replied that the embankment, which had been alleged by Mr. Root to be between fifteen and twenty feet high, was but six feet, and that, therefore, an undercrossing, the relief sought for by the complainant, was not fea-



ible. There was here a wide divergence of statement, and the point as to the practicability of such undercrossing, and the relief sought for by the complainant being involved, the Board instructed its inspector to proceed to Phelps and make an investigation and report upon the same.

This the inspector did under date of January 6, 1892, and to the following effect: Mr. Root and the railway company were duly notified and were present and represented at the inspection of the ground and railroad crossing made January 5, 1892. At station No. 531, as shown on inclosed map and profile, there is a fill of six and seven-tenths feet at center line of railroad. The roadbed is graded for two tracks and north line of rails laid. A cattle pass having six and one-half feet head-room, and possibly eight feet by excavating to a level with the north side of slope stake can be and is practicable. A good grade crossing is had at the east side of farm. There is 900 feet of unobstructed view of approaching trains from the east, and twice or more from the west. The roadway is 150 feet wide, and a lane through its width could be fenced up to within a few feet of the rails, which would aid much in guiding stock across the railroad. Gates which roll back and swing on center have been provided and a strong wire fence incloses the whole.

Before action on this report, the counsel for complainant informed the Board that negotiations were pending between the complainant and the road for an amicable adjustment of the difficulty which would doubtless take definite form within a few days, and asking that the Board would delay action on its part. This was under date of January 6, 1892.

Under date of March twenty-third, the Board is informed that all propositions which had been submitted by complainant to the road had been rejected, and application is made by the complainant for action upon the part of the Board.

The situation seems to be that by the passage of the railroad over the farm the acreage is so divided that about thirteen acres on the south is cut off from the body of the farm situated on the north of the tracks; that this thirteen acres is used for the pasturage of stock; that Flint creek is a small stream running across the northern portion of the farm, being the only available water on the farm for stock purposes and that it is impossible to reach the creek from the pasturage land without crossing the tracks; that to the east of the farm, passing through a deep cut, at a distance of about 900 to 1,200 feet, is a sharp curve in the railroad track bearing to the south, and that a train is not visible until it emerges from that cut. The time, therefore, of a train running fifty miles an hour from the point of the cut to the farm crossing, a distance of 900 feet, is just twelve seconds. The difficulty of moving stock across the tracks is apparent in this statement; it also appears that six crossings of the track must be made in the course of a day, and at times of the day when the passage of trains is most frequent.

In view of these facts and of the failure of the railroad company to accept the propositions that have been submitted, the Board deems it its duty to recommend, and it does recommend hereby that a cattle pass of eight feet wide, having seven feet headroom should be constructed at the farm crossing under the tracks.

By the Board.

## XIX.

## FRANCIS G. HALL v. THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

June 3, 1892.

This was a complaint that the fence on the line of the defendant company, from Almond station a mile and a half north was in such bad repair that cattle strayed upon the track. The complainant alleged that he had complained to the company and repairs had been promised, but the promises made were not fulfilled. He feared an accident in the near future accompanied by a loss of life to the traveling public and desired to divest himself of any responsibility by this complaint to the Board.

In answer the company announced that at the time of the making of the answer the materials for rebuilding the fence were on the ground, and that the work of rebuilding would be pushed to completion as rapidly as possible.

In reply he complained of the kind of fence. The company preferred a smooth wire fence which would not turn the smaller stock; he preferred a barbed wire fence which stock would not disturb because of the punishment it inflicted.

The Board directed the complainant's attention to section 32, chapter 565 of the Laws of 1890, defining a legal fence, and also to the clause providing that so long as such fences are not made and kept in good repair the corporation was liable to all damages done to any domestic animals on the tracks.

Subsequently the complainant informed the Board that the company had rebuilt the fence in a satisfactory manner.

By the Board.

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## XX.

## IN THE MATTER OF THE RESIDENTS OF THE VILLAGE OF ATTICA v. THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

June 13, 1892.

Under date of February 17, 1892, the trustees of the village of Attica filed with the Board a petition asking for an undercrossing of the New York, Lake Erie and Western railroad at High street, and the erection of gates at the Main street crossing in that village. The petition was numerously signed and stated that at High street and at Main street, which are close together, flagmen were stationed in the daytime but not at night; and that the crossings were very dangerous. The company in its reply to the petition stated that it did not think it just that it should be called upon to build an underground crossing, but that it would be willing to provide gates at the crossings and have them operated both day and night. The village authorities would not accept this proposition and requested the Board to inspect the crossings.

On May 25, 1892, the Board met at Attica and made an inspection in company with the village authorities and representatives of the rail-



road company. The grade of High and Main streets, approaching the railroad tracks, is quite steep. The crossings are very near together, probably about sixty feet apart. There is some obstruction of the view of trains coming from the east. The Board, however, after careful consideration, does not feel justified in recommending the building of an underground crossing, but deems that gates properly constructed and operated would obviate the danger; especially is this so in view of the fact that within a month or six weeks the number of trains passing these crossings would be reduced at least forty per cent, the Lehigh Valley railroad, now using the Erie road, having nearly completed a line of its own which it expects to operate within that time. The company should, however, pave the streets for a short distance on each side of the tracks with cobble stones and in such a manner, if possible, as to reduce the grades; it seems to the Board that the grade of High street on the north of the tracks could be materially bettered by such paving.

#### RECOMMENDATIONS.

In view of the above facts, the Board recommends, first, — that suitable gates be erected by the New York, Lake Erie and Western Railroad Company at the High and Main street crossings in the village of Attica, such gates to be operated day and night by a man stationed in a tower sufficiently high to gain an unobstructed view of approaching trains; second, that the railroad company cause High and Main streets to be paved with cobble stones for a distance of thirty feet on each side of the railroad tracks, in the manner suggested above, upon obtaining permission so to do from the village authorities.

By the Board.

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#### XXI.

#### STEPHEN G. DOOLITTLE v. THE DELAWARE AND HUDSON CANAL COMPANY.

June 30, 1892.

Stephen G. Doolittle, Highway Commissioner of the town of Colesville, county of Broome, was the complainant in this case. His affidavit set forth that there was in the town of Colesburg a highway known as the river road running from the village of Harpersville in said town to the village of Ninevah, and to the depot of Harpersville on the railroad known as the Albany and Susquehanna road, leased and operated by the Delaware and Hudson Canal Company, that the said highway runs in a general north and south direction between said villages, and about half way between crosses what is known as the Lovejoy brook upon a highway bridge about forty feet in length, that about fifty or sixty rods south of this bridge, the Ninevah branch of the railroad crosses the highway from the south and from the point of crossing to a point three or four rods north of the bridge, the railroad runs parallel to the present traveled track of said highway and so near that almost all of the railroad between the points mentioned is on the highway, an encroachment on the limits of the highway without warrant of law, as the road had never acquired legal rights

to it; that at the site of the Lovejoy bridge, immediately above it and within the limits of the highway, the railroad company without warrant of law has a full-deck bridge constructed on stone abutments fifty-five feet apart; that by reason of a flood a short time previous to the making of the complaint the highway bridge had been carried away and the abutments seriously undermined; that in violation of law the company, in its efforts to repair the bridge, intends to widen the space between its abutments so that they shall be eighty-four feet apart; that in so doing the channel of the creek will be widened and necessitate the widening of the space between the abutments of the highway bridge in its reconstruction, to the prejudice of the town of Colesburg to the extent of between one and two thousand dollars, which expense should be borne by the railroad or avoided by a change of the lines of the highway.

The reply of the railroad company was a denial that its tracks or bridge encroached upon the highway, that heretofore the railroad bridge has been a protection to the highway bridge, but that in the judgment of the chief engineer of the company an additional span to the bridge was necessary to security and the safe passage of trains. The railroad company respectfully represented that no obligation rested upon the company to bear any part of the expense of the new construction of the highway bridge.

The complainant replied denying the denial of the company and affirming his position.

The Board took the papers into consideration and after careful investigation determined that the question at issue was not within the jurisdiction of the Board, but one for the determination of the courts.

By the Board.

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## XXII.

IN THE MATTER OF THE COMPLAINT OF M. J. CUNNINGHAM AND OTHERS,  
AGAINST THE NEW YORK LAKE ERIE AND WESTERN RAILROAD  
COMPANY.

August 3, 1891.

This complaint, under date of March 27, 1891, was duly lodged with the Board, and set forth that the petitioners are now ready for shipping sixty cans of milk and upwards per day; that they have an ice-house filled sufficient with ice to last them during the hot weather, and that Underwood's Crossing is centrally located, having several roads leading into it; that Mr. Zinn, the milk agent of the railroad, represented to them that it was one of the best locations on the Delaware division of the Erie railroad to have a milk station; that the building was built largely or entirely for that purpose; that they will do all in their power to keep up the quantity of milk shipped and increase it by new shippers if they can; that Mr. Cunningham in good faith expended a considerable sum of money in constructing this building, relying upon assurances given to him by the representatives of the railroad company that they would stop and take milk there if he would give them twenty-five cans of milk per day that were not shipped at other stations; that the convenience and accommodation of a considerable number of shippers would be conserved by the maintenance of this station, and that relying upon



assurances thus given by the representatives of the road the building had been erected, water brought into it and a supply of milk cans furnished to complete the equipment of a milk station at this point, but that the railroad, after having stopped at this station for one month, had declined to stop and take their milk there any longer.

This complaint was in due course forwarded to the railroad company. An answer was received through John King, president, dated April 20, 1891, in which he states that the only grounds alleged in said petition why the prayer should be granted are that the nearest station either way is quite a distance from this one, and that great inconvenience and disadvantage would result to the people living in this locality, and prejudice and injury to the locality, and that the petitioners are anxious to ship all their milk whenever the railroad officials have their milk train stop at this station.

That it is to the interest of the railroad company to establish new stations for their milk train, and it is their desire to do so whenever practicable, because the establishment of these stations develops the dairy and agricultural business tributary to the road and leads to the improvement of the neighboring farms, but in the present instance the company has refused and does now refuse to establish and maintain a station and stopping place for its milk train at Underwood's Crossing for the following reasons, to wit: Because the accommodations which are now furnished by the railroad company are sufficient in all respects for the accommodation of the public; because the character of the railroad line at this point is such that the establishment of the proposed station would very seriously and unnecessarily endanger the lives of this company's passengers and employes and the safety of the property intrusted to its care; because the establishment of this station would unnecessarily interfere with, and perhaps destroy, other business interests at neighboring stations.

That the maintenance of this station for a period of nearly six weeks resulted in an increase of business for this company amounting to only five cans of milk per day; that it is evident, therefore, that there was and is now no legitimate business reason for the establishment of this station as far as the creation of new business is concerned.

That under date of August 24, 1889, Mr. Zinn, the representative of the road, heretofore referred to, wrote to Mr. Cunningham as follows: "In your talk with me last week you or your friends stated that we would receive the milk from 250 cows, that would not come to Sand Bank. This statement is contradicted by the farmers at Sand Bank, as they say we will not receive five cans more milk by having the station at Underwood's than we are receiving now. Unless you can show me the new shippers I cannot recommend that we stop at Underwood's Crossing."

In conclusion the company maintains that Mr. Cunningham has failed to show any good reason for the establishment of the proposed station, and requests that his petition be dismissed.

At the request of the petitioners one of the commissioners, on due notice to both sides, made a personal inspection of the locality and gave a hearing at Deposit, N. Y., on June 10th. Both sides were represented in person and by counsel, and a number of witnesses were examined. At the conclusion of the hearing, at the request of counsel



on both sides, twenty days was given in which to file briefs with the Board, with the understanding that if an oral summing up was desired by either side opportunity would be given at the office of the Commission in Albany. At the request of the counsel for the complainants, after both sides had submitted briefs, a hearing was set down and had before the full Board at Albany on the twenty-eighth of July.

From the evidence taken before one of the commissioners at Deposit and the statement made by the counsel of the complainants and of the road, it appears that a representative of the road had made a statement to the complainant that if he could be assured that the petitioners would furnish twenty-five cans of milk in addition to those now offered or shipped from other stations he would recommend that the road establish a permanent stopping place at Underwood's Crossing. But it also further appears that before the complainant had gone to much expense in the direction of establishing a "creamery" so-called, that he was notified by the same representative of the road that the company would not stop the train.

The complainant, however, proceeded notwithstanding this notice to erect a creamery, bring water into it and purchase a supply of cans as though he expected the train to stop and take the milk.

It appears that some months after the completion of the creamery the railroad company decided to take milk at this station for a period of one month, as it states, to ascertain whether the supply would be actually increased by twenty-five cans of new milk or not, that the result of this experiment, as accounted by them, was that the supply was only increased by about five cans. On the contrary, the complainant makes affidavit that the supply of milk was steadily increasing while the stop was made at Underwood's from day to day and that when the train service was discontinued that they were furnishing the road with a good deal more than twenty-five additional cans of milk.

The company seemed to have abandoned the idea that it would be dangerous to stop at this station, from the fact that they did actually stop and make an experimental test for thirty days, and had it been satisfactory they proposed to make it a permanent station for the shipment of milk.

Underwood's Crossing is situated between Oquaga, milk station, on the east, and Gulf Summit, milk station, on the west. Oquaga station is distant from Underwood's 1.38 miles; Gulf Summit is distant from Underwood's 2.33 miles, and ordinarily it might not be maintained that it is a hardship for the farmers in the neighborhood of Underwood's Crossing to haul their milk to the station at Oquaga which is 1.38 miles distant, or to haul their milk to Gulf Summit station which is 2.33 miles distant. It may be said, however, that some of the roads leading to these stations are impassable in winter on account of the drifting of the snow, and that the country around about these stations is excessively hilly and difficult of travel.

It would not be deemed just and reasonable to compel a railroad company to multiply its stations to such an extent as to be onerous or burdensome to accommodate every applicant; at the same time it is plainly for the interest of the road to aid by every means in its power to build up and develop the territory tributary to it. In this particular case it would seem that the road had committed itself to the



policy of stopping at Underwood's Crossing if an additional amount of shipments could be obtained, and from the fact that the testimony before the Board was very conflicting in regard to just how many additional cans of milk were obtained from stopping at Underwood's Crossing, the Board is of the opinion that the road should give an opportunity to satisfactorily demonstrate whether sufficient shipments can be obtained from stopping at Underwood's Crossing, which will warrant it in continuing the service.

#### RECOMMENDATIONS.

The Board recommends that the New York, Lake Erie and Western railroad company stop its milk train at Underwood's Crossing for a period of sixty days in order to satisfactorily determine whether enough additional cans of milk, not shipped at other stations, can be obtained to warrant it in giving permanent service at this station.

By the Board.

# APPLICATIONS FOR CHANGE OF MOTIVE POWER.

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## I.

In the matter of the application of the Yonkers Railroad Company for approval of the board of a change of motive power from horses to the overhead electric trolley system.

December 29, 1891.

This application, dated December 7, 1891, was lodged with the board.

It appears that the Yonkers Railroad Company was organized in 1886 ; that on February 8, 1886, the common council gave its consent to the construction of the railroad upon a number of streets, and that the consent of the abutting property holders was also obtained to operate the road by any power other than steam ; that the company's tracks are built to the extent of about six and one half miles, while its franchise extends over sixteen miles of streets ; that on the six and one half miles built the company is at present operating by horses.

That on the 21st of December, 1891, the common council passed a resolution approving of a change of motive power from horses to the overhead electric system on all the lines of railroad covered by the franchise except upon North Broadway from Getty square to Dock street and upon Warburton avenue from the north line of the Manor Hall property to the north of the old village of Yonkers, with certain conditions attached thereto, which conditions have been duly accepted by the railroad company.

It also appears from affidavits filed with the board that the total assessed value of abutting property upon the line of the road is \$5,088,350 of which the company has obtained consents to the amount of, \$3,353,070.

Due notice of a public hearing was advertised in the press of Yonkers and such hearing was held at the Chamber of Commerce, New York city, on Tuesday, December 22, 1891. No opposition to the approval of the board has been made either in person or by letter at any time.

The question has arisen under the above state of facts whether the consent of this board to the change of motive power is necessary.

The board is of the opinion, however, that the language of section 12 of the general street railroad act of 1884, *i. e.*, chapter 252, as re-enacted into section 100 of the new railroad law, being chapter 565 of the Laws of 1890, requires the approval of the Board before this company can legally operate its road in the way it proposes. In this conclusion the Board is supported by the opinion of the attorney-general in the case of the application of the Amsterdam Street Railroad Company for the approval of the Board of a change of motive power, an analagous case, the opinion in question being dated April 16, 1891.

In view of the above facts the Board deems that it is justified in approving and does hereby approve of a change of motive power from horses to the overhead electric trolley system on all that portion of the



line of the Yonkers Railroad Company covered by its original franchise (a copy of which is hereto annexed) heretofore actually constructed or to be constructed, except upon North Broadway from Getty Square to Dock street and upon Warburton avenue from the north line of the Manor Hall property to the north line of the old village of Yonkers; this approval, however, is made upon the conditions prescribed in the resolution of the common council dated December 21, 1891, and upon the further condition that the company shall conform to the following requirements.

*First.* The rate of speed shall not exceed that to be reasonably fixed by the local authorities of the city of Yonkers.

*Second.* No car shall be run with less than two men to operate it.

*Third.* The company shall take all reasonable and proper means to prevent the currents from its wires, through leakage, inductions or otherwise, from interfering with the currents upon the wires of other companies, whether telegraph, telephone, or other wires.

*Fourth.* The company shall construct a longitudinal wire, termed a guard wire, over the trolley or feed wire so as to prevent broken telegraph, telephone or other wires coming in contact with the said trolley wire.

By the Board.

Copy of statement of the route of the Yonkers Railroad Company made to the Board of Railroad Commissioners in its application of a change of motive power, being the route in the original franchise of the company as granted by the common council, February 8, 1886, the same being certified to by John Pagan, Jr., city clerk:

Beginning at a point on Main street southerly of the bridge which crosses the tracks of the New York Central and Hudson River Railroad Company and westerly of Beuna Vista avenue and easterly of the track of said company, and running thence along said Main street easterly, or nearly so, but in the direction of said street, to a point in said city known as Getty square, being at the junction of Main street, Palisade avenue and Broadway; thence northeasterly to and along Palisade avenue but in the direction of said avenue to Elm street; thence easterly along Elm street to Nepperhan avenue; thence northeasterly along said Nepperhan avenue and in the direction of said street to a point on said avenue where it meets Yonkers avenue, at which point said road will branch as follows:

One branch continuing along Nepperhan avenue to and across Ashburton avenue to a point on Nepperhan avenue just north of the carpet works but not beyond Lake avenue. The other of the said branches starting from the junction of Nepperhan avenue with said Yonkers avenue and continuing along Yonkers avenue to the depot of the New York City and Northern Railroad Company; and thence along said Yonkers avenue in a direction easterly but in the direction of said street to a point on said avenue, where the westerly line of the village of Mount Vernon and the easterly line of the city of Yonkers crosses said avenue.

Also a branch road from Getty square southeasterly to and along Main street to Nepperhan avenue, at which point said road branches, one branch continuing along Main street easterly but in a direction of said street to south Broadway to Ludlow street; thence westerly along

Ludlow street to Hawthorne avenue; thence southerly along Hawthorne avenue to Pier street, and thence westerly along Pier street to the station at the foot of said street called Ludlow. The other of said branches continuing from Main street to and along Nepperhan avenue in the direction of said avenue to Elm street.

Also a branch running southerly from the corner of Main street and Riverdale avenue to and along Riverdale avenue to a point where the south line of the city of Yonkers crosses said Riverdale avenue.

Also a branch running north from the corner of Main street and Warburton avenue to and along Warburton avenue to a point in said Warburton avenue where it is crossed by the north line of the city of Yonkers; said Warburton avenue and Riverdale avenue branches being connected at Main street.

Also branch road from Getty square northwesterly to and along North Broadway to Dock street and running westerly along Dock street to Warburton avenue and continuing westerly along Dock street to Woodworth avenue; thence northerly, but in the direction of said last mentioned avenue, along said Woodworth avenue to the most northerly portion of said avenue.

## II.

IN THE MATTER OF THE APPLICATION OF THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY FOR THE APPROVAL OF THE BOARD OF A CHANGE OF MOTIVE POWER FROM HORSES TO THE OVERHEAD SINGLE TROLLEY ELECTRIC SYSTEM ON THAT PORTION OF ITS ROAD FROM NINTH AVENUE AND NINTH STREET OVER AND ALONG NINTH, HUNTINGTON AND SMITH STREETS AND HAMILTON AVENUE TO HAMILTON FERRY IN THE CITY OF BROOKLYN.

January 12, 1892.

This application, dated December 19, 1891, was lodged with the Board. After due notice in the press of Brooklyn a public hearing was had at the common council chamber in the city of Brooklyn January 6, 1891. The railroad company was represented by General H. W. Slocum, president, and William N. Dykeman, counsel. No one appeared in opposition either in person or by letter.

Affidavits were submitted by Dominick H. Roche, secretary of the board of assessors, to the following effect:

Total assessed valuation of property on line of road on	
Ninth street from Ninth avenue to Hamilton avenue..	\$1,813,770
Consents of abutting property-holders .....	910,800
Total assessed value of property on Hamilton avenue from	
Ninth street to Hamilton avenue ferry .....	1,216,750
Consents of abutting property-holders.....	865,820
Total assessed value of property on Smith street from	
Ninth street to Huntington street .....	82,900
Consents of abutting property-holders .....	67,100
Total assessed value of property on Huntington street	
from Smith street to Hamilton avenue .....	198,750
Consents of abutting property-holders.....	110,650



The common council in its resolution of December 21 also gave its consent to the proposed change of motive power.

In view of the above facts and for the reasons stated in the application of the same company for the approval of a change on that portion of its route from the north side of the Circle to Ninth avenue and Ninth street, the Board deems that it is justified in approving and does hereby approve of a change of motive power by the Coney Island & Brooklyn Railroad Company from horses to the overhead single trolley electric system on that portion of its route above designated, upon the same conditions and with the same requirements as are attached to the approval granted by this Board this same day for a change of motive power upon that portion of this company's road from the north side of the Circle to Ninth avenue and Ninth street.

By the Board.

III.

IN THE MATTER OF THE APPLICATION OF THE BROOKLYN CITY AND NEWTOWN RAILROAD COMPANY FOR THE APPROVAL OF THE BOARD OF A CHANGE OF MOTIVE POWER FROM HORSESTO THE OVERHEAD SINGLE TROLLEY ELECTRIC SYSTEM.

January 12, 1892.

This application, dated November 23, was lodged with the Board. After due advertisement in the press of Brooklyn, a public hearing was had at the common council chamber in the city of Brooklyn January 6, 1892. The railroad company was represented by John N. Partridge, president. No opposition was made either in person or by letter.

Affidavits of Dominick H. Roche, secretary of the board of assessors of the city of Brooklyn, as to the consents of the abutting property holders as compared with the total assessed valuation on the line of the road, were submitted, to the following effect :

	Assessed valuation.	Consents obtained.
Water street, from Fulton to Washington street .....	\$853,000	\$766,500
Fulton street, from Water to Front street,	425,400	415,000
Front street, from Fulton to Washington street .....	381,500	245,500
Washington street, from Water to Fulton street .....	2,714,300	2,055,000
Fulton street, from Washington to Dekalb avenue .....	6,179,700	3,605,500
Dekalb avenue, from Fulton to Wyckoff avenue .....	4,691,740	2,706,070
	<u>\$15,245,640</u>	<u>\$9,793,570</u>

From this table it will be seen that the total assessed value of property on the line of the route is \$15,245,640, of which the company have secured consents aggregating \$9,793,570.

At a meeting of the common council held Monday, December 21, 1891, resolutions were passed approving of the proposed change of motive power.

In view of the above recited facts and for the same reasons set forth in the decision of the Board in the application of the Coney Island and Brooklyn Railroad Company for approval of a change of motive power of this date, the Board deems that it is justified in approving and does hereby approve of a change of motive power by the Brooklyn City and Newtown Railroad Company from horses to the overhead single trolley electric system on that portion of its route on Water street from Fulton street to Washington street, on Fulton street from Water street to Front street, on Front street from Fulton street to Washington street, on Washington street from Water street to Fulton street, on Fulton street from Washington street to Dekalb avenue, on Dekalb avenue from Fulton street to Wyckoff avenue, with the following conditions, however, which are made part of this approval:

*First.* The company shall conform to all the requirements set forth in the resolutions of the common council of December 21, 1891.

*Second.* The company shall construct a longitudinal guard wire over the trolley wire so as to prevent broken telephone, telegraph or other wires from coming in contact with the trolley wire.

*Third.* No car shall be run with less than two men to operate it. Every car shall be equipped with guards in front of the wheels coming within two inches of the track to prevent persons being run over.

*Fourth.* The company shall take all reasonable and proper means to prevent the currents from its wires through leakage, induction or otherwise from interfering with the currents upon the wires of other companies, whether telegraph, telephone or other wires.

*Fifth.* The company shall conform to all the reasonable requirements of the local authorities heretofore or hereafter legally imposed.

By the Board.

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#### IV.

IN THE MATTER OF THE APPLICATION OF THE BROOKLYN CITY RAILROAD COMPANY FOR THE APPROVAL OF THE BOARD, OF A CHANGE OF MOTIVE POWER FROM HORSES TO THE OVERHEAD SINGLE TROLLEY ELECTRIC SYSTEM.

January 26, 1892.

This application, dated November 23, 1891, was lodged with the Board.

After due notice in the press of Brooklyn, a public hearing was had at the common council chamber, in the city of Brooklyn, January 6, 1892. The railroad company was represented by Daniel F. Lewis, president, and H. M. Thompson, secretary. The company claimed to have the consents of a large majority in value of the abutting property holders. Protests were received, however, on behalf of property holders on Green avenue, presented by Mr. George Wilson, and by property holders on Grand street, presented by Lewis Kelicher. It



being claimed that there were a number of withdrawals, an opportunity was given to the contestants to present withdrawals of consents, duly verified, to be filed with the Board by Monday, January 18. A number of withdrawals were filed at that time, but not sufficient in amount to reduce the company's consents below one-half, as required by statute.

The total number of miles of railroad of this company with regard to which a change of motive power is proposed, is ..... 83.75  
 Miles of second track ..... 76.00  
 Sidings, etc. .... 16.25

Total track mileage ..... 176.00

The system of railroads is divided by the company into a number of different routes as hereinafter enumerated.

Affidavits are submitted by Dominick H. Roche, Secretary of the Board of Assessors of the city of Brooklyn, E. C. McCall, Assessor of the town of Flatbush, and James P. Rapelye, Secretary of the Board of Assessors of the town of Newtown, showing the company to have procured the consents of a majority in value of the abutting property holders, including the consent of the city of Brooklyn as a property holder, upon each of the routes. The figures are so voluminous that the Board does not insert them, further than to say that the total assessed valuation of the property bounded on that portion of the railroad with respect to which a change of motive power is proposed, is \$143,379,115, one-half of which is \$71,689,557; the company has procured consents amounting to \$78,346,800, or \$6,657,243 over and above a majority upon the whole system.

It is to be borne in mind that the statute providing for a change of motive power, *i. e.*, section 100, chapter 565 of the laws of 1890, read as follows: "Any street surface railroad may operate any portion of its road by animal or horse power, or by cable, electricity or any power other than locomotive steam power, which may be approved by the State Board of Railroad Commissioners, and consented to by the owners of one-half of the property bounded on *that portion of the railroad* with respect to which a change of motive power is proposed." The section differs from the provision governing the consent of property holders to an original railroad laid out, in which case, in conformity with the Constitution, the consent of a majority in value of abutting property holders on each *street* has to be obtained. (See decisions of Board of R. R. Com. in application of the Harlem Bridge, Morrisania & Fordham R. R. Co., March 17, 1891, and Utica Belt Line St. R. R. Co., Sept. 30, 1889). In the case under consideration there are some streets, although few, where the company has not secured a majority of the consents, the excess over a majority, however, on the system as a whole, and, indeed, upon each route, confers upon the company the right to change its motive power so far as the consents of abutting property holders are concerned. The Board would not feel justified in withholding its approval in consequence of the protests or dissents of property holders upon certain streets, in view of the fact that the road has complied with the requirements of the law as to the consents of property holders upon the entire line of its road.

At a meeting of the common council held December 21, 1891, resolutions were passed approving of the proposed change of motive power, which were repassed January 11, 1892, and have become a city ordinance. These resolutions make certain requirements as conditions to the approval of the local authorities.

In view of the above recited facts and for the reasons given heretofore in similar applications by horse railroad companies of the city of Brooklyn, the Board deems that it is its duty to approve and does hereby approve of a change of motive power by the Brooklyn City Railroad Company from horses to the overhead single trolley electric system, on all that system of its road hereinafter particularly enumerated, with the following conditions, however, which are made part of this approval:

*First.* The company shall conform to all the requirements set forth in the resolutions of the common council of January 11, 1892.

*Second.* The company shall construct a longitudinal guard wire over the trolley wire so as to prevent broken telephone, telegraph or other wires coming in contact with the trolley wire.

*Third.* No car shall be run with less than two men to operate it. Every car shall be equipped with guards in front of the wheels, coming within two inches of the track, to prevent persons being run over.

*Fourth.* The company shall take all reasonable and proper means to prevent the currents from its wires, through leakage, induction or otherwise, from interfering with the currents upon the wires of other companies, whether telegraph, telephone or other wires.

*Fifth.* The company shall conform to all the reasonable requirements of the local authorities heretofore or hereafter legally imposed.

## ROUTES OF THE BROOKLYN CITY RAILROAD COMPANY AS TO WHICH THE APPROVAL HEREINBEFORE GIVEN APPLIES:

### GREENPOINT ROUTE.

Fulton street from the East river to Myrtle avenue; Myrtle avenue from Fulton street to Classon avenue; Classon avenue from Myrtle avenue to Kent avenue; Washington from Myrtle avenue to Kent avenue; Kent avenue from Hewes street to Franklin street; Franklin street from Kent avenue to Commercial street; Commercial street from Franklin street to Newtown creek.

### FLUSHING AVENUE ROUTE.

Fulton street from East river to Sands street; Sands street from Fulton street to Navy street; Navy street from Sands street to Flushing avenue; Hudson avenue from Sands street to Nassau street; Nassau street from Hudson avenue to Flushing avenue; Flushing avenue from city line to Metropolitan avenue; Graham avenue from Broadway to Van Cott avenue; Van Cott avenue from Graham avenue to Manhattan avenue; Manhattan avenue from Van Cott avenue to Greenpoint avenue; Greenpoint avenue from Manhattan avenue to East river.

### MYRTLE AVENUE ROUTE.

Fulton street from the East river to Myrtle avenue; Myrtle avenue from Fulton street to the city line.



## GATES AVENUE ROUTE.

Fulton street from the East river to Greene avenue; Greene avenue from Fulton street to Franklin avenue; Franklin avenue from Greene avenue to Gates avenue; Gates avenue from Franklin avenue to Myrtle avenue; Myrtle avenue from Gates avenue to Wyckoff avenue; Wyckoff avenue from Myrtle avenue to the city line; on Wyckoff avenue from Myrtle avenue; on Willow street from Wyckoff avenue.

## PUTNAM AVENUE ROUTE.

Fulton street from the East river to Putnam avenue; Putnam avenue from Fulton street to Nostrand avenue; Nostrand avenue from Putnam avenue to Halsey street; Halsey street from Nostrand avenue to Broadway.

## FULTON AVENUE ROUTE.

Fulton street from the East river to Alabama avenue; Alabama avenue from Fulton street to Atlantic avenue.

## FLATBUSH AVENUE ROUTE.

Fulton street from the East river to Flatbush avenue; Flatbush avenue from Fulton street to the city line; Flatbush avenue from the city line to the Flatlands boundary line.

## THIRD AVENUE ROUTE.

Fulton street from the East river to Flatbush avenue; Flatbush avenue from Fulton street to Third avenue; Third avenue from Flatbush avenue to the city line.

## COURT STREET ROUTE.

Fulton street from the East river to Court street; Court street from Fulton street to Hamilton avenue; Hamilton avenue from Court street to Third avenue; Third avenue from Hamilton avenue to Twenty-fifth street; Fifth avenue from Twenty-fourth to Twenty-fifth street; Twenty-fourth street from Third avenue to Fifth avenue; Twenty-fifth street from Third avenue to Fifth avenue.

## HAMILTON AVENUE ROUTE.

Hamilton avenue from the East river to Third avenue; Third avenue from Hamilton avenue to Twenty-fourth street.

## FURMAN STREET ROUTE.

Furman street from Fulton street to Atlantic avenue; Atlantic avenue from Furman street to Columbia street; Columbia street from Atlantic avenue to Sackett street; Sackett street from Columbia street to Hamilton Avenue Ferry.

## TOMPKINS AVENUE ROUTE.

Broadway from the East river to Roebling street; Roebling street from Broadway to Division avenue; Division avenue from Roebling street to Harrison avenue; Harrison avenue from Division avenue to

Flushing avenue; Tompkins avenue from Flushing avenue to Fulton street; Fulton street from Tompkins avenue to Kingston avenue; Kingston avenue from Fulton street to Bergen street; Fulton street from Tompkins avenue to Nostrand avenue; Nostrand avenue from Fulton street to Malbone street.

#### BUSHWICK ROUTE.

Broadway from the East river to Bedford avenue; Bedford avenue from Broadway to South Fourth street; South Fourth street from Bedford avenue to Meserole street; Meserole street from South Fourth street to Bushwick avenue; Bushwick avenue from Meserole street to Myrtle avenue; Myrtle avenue from Bushwick avenue to the city line.

#### CYPRESS HILLS ROUTE.

Cypress Hills road from St. Nicholas avenue to the Jamaica town line; St. Nicholas avenue from Palmetto street to Myrtle avenue; Myrtle avenue from St. Nicholas avenue to Cypress avenue.

#### LUTHERAN ROUTE.

Through private property from Myrtle avenue, Wyckoff avenue and Palmetto street, to Metropolitan avenue.

#### CROSSTOWN ROUTE.

Manhattan avenue from Newtown creek to Van Cott avenue; Van Cott avenue from Manhattan avenue to Bedford avenue; Bedford avenue from Van Cott avenue to Broadway; Driggs avenue from Van Cott avenue to Broadway; Broadway from Driggs avenue to Kent avenue; Kent avenue from Broadway to Washington avenue; Washington avenue from Kent avenue to Park avenue; Park avenue from Washington avenue to Navy street; Navy street from Park avenue to Willoughby street; Raymond street from Park avenue to Willoughby street; Willoughby street from Raymond street to Fulton street; Joralemon street from Fulton street to Court street; Court street from Joralemon street to Atlantic avenue; Columbia street from Atlantic avenue to Woodhull street; Woodhull street from Columbia street to Hamilton avenue; Richards street from Hamilton avenue to the Erie Basin.

#### UNION AVENUE ROUTE.

Greenpoint avenue from the East river to Manhattan avenue; Manhattan avenue from Greenpoint avenue to Van Cott avenue; Union avenue from Van Cott avenue to Broadway; Broadway from Union avenue to Throop avenue; Throop avenue from Broadway to Park avenue; Flushing avenue from Throop avenue to Knickerbocker avenue; Knickerbocker avenue from Flushing avenue to Myrtle avenue; Myrtle avenue from Knickerbocker avenue to city line; Box street from Manhattan avenue to Oakland street; Oakland street from Box street to Van Cott avenue; Van Cott avenue from Oakland street to Union avenue.

#### CALVARY ROUTE.

Greenpoint avenue from the East river to Newtown creek; Newtown creek to Calvary cemetery (Bradley avenue).



### NOSTRAND AVENUE ROUTE.

Broadway from the East river to Driggs avenue; Driggs avenue from Broadway to Division avenue; Division avenue from Driggs avenue to Lee avenue; Lee avenue from Division avenue to Flushing avenue; Nostrand avenue from Flushing avenue to Malbone street; Malbone street from Nostrand avenue to Flatbush avenue.

### COUNTY BUILDINGS ROUTE.

Malbone street from Nostrand avenue to Canarsie road and thence to Canarsie lane.

### LORIMER STREET ROUTE.

Greenpoint avenue from the East river to Franklin street; Franklin street from Greenpoint avenue to Meserole avenue; Meserole avenue from Franklin street to Manhattan avenue; Manhattan avenue from Meserole avenue to Nassau avenue; Nassau avenue from Manhattan avenue to Lorimer street; Lorimer street from Nassau avenue to Broadway Gwinnet street from Broadway to Nostrand avenue; Nostrand avenue from Gwinnet street or Flushing avenue to Park avenue.

### GRAND STREET ROUTE.

Grand street from Kent avenue to Newtown creek; Humboldt street from Grand street to Meeker avenue; Meeker avenue from Humboldt street to Newtown creek.

The above is intended to include all of the routes of the Brooklyn City Railroad Company now built and operated by it.

. By the Board.

## V.

IN THE MATTER OF THE APPLICATION OF THE ATLANTIC AVENUE RAILROAD COMPANY OF BROOKLYN, FOR THE APPROVAL OF THE BOARD OF A CHANGE OF MOTIVE POWER FROM HORSES TO THE OVERHEAD ELECTRIC TROLLEY SYSTEM UPON CERTAIN PORTIONS OF ITS ROUTE.

March 14, 1892.

This application, dated February 1, 1892, was lodged with the Board. After due notice in the press of Brooklyn a public hearing was had at the common council chamber in Brooklyn on February twenty-fourth. The company was represented by William Richardson, president, and Albert Boardman, counsel. No one appeared in opposition to the change on any of the streets named in the application.

After discussion at the hearing in regard to the consents of the abutting property holders, the Board decided that the company should furnish an affidavit by some competent person connected with the tax office or the board of assessors of the city of Brooklyn, showing the total valuations of the property along the streets as to which approval of a change of motive power is applied for, and also the value of the abutting property, the owners of which have consented to the change. The company duly forwarded to the Board, at its office in Albany, the

affidavit of Dominick H. Roche, secretary of the board of assessors of the city of Brooklyn, to the effect that the total assessed valuation of property on such streets is \$18,835,210; and, also, that the persons consenting are the owners of property along said streets and avenues, the assessed value of which amounts to \$9,640,220, as shown on the assessment rolls.

It also appears, that at a meeting of the common council held December 21, 1891, resolutions were passed approving of the proposed change of motive power, which were repassed January 11, 1892, and have become a city ordinance. These resolutions make certain requirements as conditions of the approval of the local authorities.

In view of the above recited facts, and for the reasons heretofore given in similar applications by horse railroad companies of the city of Brooklyn, the Board deems that it is its duty to approve and does hereby approve of a change of motive power by the Atlantic Avenue Railroad Company from horses to the overhead single trolley electric system on all that system of its road on the following streets, to wit: Central avenue from Jefferson street to the city line; Adams street from Fulton street to Water street; Atlantic avenue from South Ferry to Washington avenue; Boerum place and Court square from Bergen street to Fulton street; Bergen street from Boerum place to Hoyt street; Butler street from Washington avenue to New York avenue; Concord street from Adams street to Washington street; Fifth avenue from Twenty-seventh street to Atlantic avenue; Front street from Fulton street to Adams street; Fulton street from Front street to Fulton Ferry; Hicks street from Hamilton avenue to Atlantic avenue; Hoyt street from Sackett street to Bergen street; Sackett street from Columbia street to Hoyt street; Water street from Adams street to Fulton street; Washington street from Concord street to Water street; Washington avenue from Atlantic avenue to Butler street, covering the Central avenue route; the Butler street and Washington avenue route to South Ferry; the Fifth avenue route from Twenty-seventh street to Atlantic avenue and South Ferry; the Hicks street crosstown routes; and the Hoyt street crosstown routes, with the following conditions, however, which are made part of this approval:

*First.* The company shall conform to all the requirements set forth in the resolutions of the common council of January 11, 1892.

*Second.* The company shall construct a longitudinal guard wire over the trolley wire so as to prevent broken telephone, telegraph or other wires coming in contact with the trolley wire.

*Third.* No car shall be run with less than two men to operate it. Every car shall be equipped with guards in front of the wheels coming within two inches of the track to prevent persons being run over.

*Fourth.* The company shall take all reasonable means to prevent the currents from its wires, through leakage, induction or otherwise, from interfering with the currents upon the wires of other companies, whether telegraph, telephone or other wires.

*Fifth.* The company shall conform to all the reasonable requirements of the local authorities heretofore or hereafter legally imposed.

By the Board.



## VI.

IN THE MATTER OF THE APPLICATION OF THE NIAGARA FALLS AND SUSPENSION BRIDGE RAILWAY COMPANY FOR THE APPROVAL OF THE BOARD OF A CHANGE OF MOTIVE POWER FROM HORSES TO THE OVERHEAD ELECTRIC TROLLEY SYSTEM ON CERTAIN PORTIONS OF THE ROUTE.

March 22, 1892.

This application was duly lodged with the Board. After due notice in the press of Niagara Falls and Suspension Bridge, a public hearing was had at the office of the Board, in Albany, Tuesday, March 22, 1892. The railway company was represented by Mr. Eugene Cary. There were no other appearances in person or by letter in opposition. An affidavit of John C. Jenny, village clerk of the village of Suspension Bridge, was presented to the Board, to the effect that he had carefully examined the last village assessment roll of said village and had found that the total assessed valuation of the property bounding on such portion of Lewiston avenue in said village, on which the railway is now operating, was \$275,350, and that the total assessed valuation of the property, the owners of which had given their consent to the proposed change, was \$163,400. The affidavit of Hans Neilson, one of the assessors of the village of Niagara Falls, was also presented, showing that he had examined the assessment rolls of said village and had found that the assessed valuation of the property bounding on that portion of Falls street, of Second street and of Ontario street in said village, on which said railway company is operating its road, and on which it desires to change its power, amounted to \$791,350, and that the total assessed valuation of the property, on the line of the road, of the owners consenting to the change was \$415,480.93. On the whole route, therefore, the affidavits show the total assessed valuation is, in Niagara Falls, \$791,350, in Suspension Bridge \$275,350; total, \$1,066,700. The total valuation of the consenting property is, in Niagara Falls, \$415,480.93, in Suspension Bridge \$163,400; total, \$577,880.93. One-half of the total assessed valuation is \$533,350, an excess over one-half of \$44,530.93. It, therefore, appears, on the prima facie showing of consents, that the company has a clear majority of consents, of over one-half of \$44,530.93. It also appears the trustees of the village of Niagara Falls had, upon application, also given their consent to the proposed change. A similar application had been made to the trustees of the village of Suspension Bridge, but before the application could be acted upon by such trustees, by the act of the Legislature, the functions of such trustees ceased, under an act of incorporation of the two villages into a city.

In view of the above facts the Board deems that it is justified in approving and does hereby approve of a change of motive power by the Niagara Falls and Suspension Bridge Railway Company, from horses to the overhead electric trolley system upon that portion of its road on Falls street, in the village of Niagara Falls, from Canal street, in said village, easterly along said Falls street to Second street; thence northerly along Second street to Ontario street; thence northeasterly along said Ontario street to its intersection with Lewiston avenue in the village of Suspension Bridge; thence northerly along Lewiston

avenue to a point near the crossing of said avenue, by the track of the New York Central and Hudson River Railroad Company, forming a continuous line from said point of beginning on Falls street, near Canal street, to the point of termination on said Lewiston avenue, with the following conditions, which are made a part of this approval:

*First.* The rate of speed shall not exceed that to be reasonably fixed by the local authorities of the city of Niagara Falls.

*Second.* The poles from which the wires are to be suspended shall be of a construction and height appropriate to the streets upon which they are to be erected, so as not to impair the use and appearance thereof to the least possible extent; and before erection shall be approved by the mayor and common council.

*Third.* No car shall be run with less than two men to operate it.

*Fourth.* The company shall take all reasonable and proper means to prevent the currents from its wires, through leakage, induction or otherwise from interfering with the currents upon the wires of other companies, whether telegraph, telephone or otherwise. This provision, however, is not intended to require the railway company to construct a double trolley wire.

*Fifth.* The company shall conform to all reasonable requirements of the local authorities heretofore or hereafter legally imposed by said authorities.

By the Board.

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## VII.

IN THE MATTER OF THE APPLICATION OF THE BROOKLYN CITY AND NEWTOWN RAILROAD COMPANY FOR APPROVAL OF THE BOARD OF A CHANGE OF MOTIVE POWER FROM HORSES TO THE OVERHEAD SINGLE TROLLEY ELECTRIC SYSTEM ON ITS FRANKLIN AVENUE ROUTE.

March 22, 1892.

This application, dated January 23, 1892, was duly lodged with the Board.

After due notice in the press of Brooklyn a public hearing was had in the common council chamber in the city of Brooklyn, on Wednesday, February 3, 1892. The railroad company was represented by Mr. John N. Partridge, president, and Mr. S. S. Whitehouse, counsel. The opposition, which was quite formidable, was represented by Alanson Treadwell and others. At the request of the protestants the hearing was adjourned to February twenty-third at the Railroad Commissioners rooms at Albany, and it was ordered that a list of the consents should be filed in the county clerk's office in order that the protestants might have a suitable opportunity to examine as to the sufficiency thereof.

At the hearing in Albany on the twenty-third of February, and at an adjourned hearing on March seventh at the same place, the evidence offered by the applicant and the protestants, as to the status of the property holders abutting on the line of the route on which approval of a change of motive power is applied for, was very confusing. The Board was unable to arrive at a satisfactory conclusion in regard to the exact situation touching the consents of property owners, and it



was then ordered that the protestants make reply to the paper presented by the company, that they should send a copy of the reply to the company on the following Monday, and that one week from that day, briefs and affidavits from both sides on the question of consents to be filed with the Board, and that no further oral hearing in the matter be had. Agreeably to this order of the Board, briefs were filed on the twenty-first day of March, reciting the history of the case in detail and submitting tables showing the value of abutting property on the line of the route, the value of the property consenting originally, the value of withdrawals of consents and the value of revocations of withdrawals.

Were the Board to determine absolutely in each disputed instance the sufficiency of the consents or withdrawals, much testimony would be required, and were the decision of the Board to be conclusive in the matter the Board would hesitate ere it decided the case on the papers presented. The decision of the Board as to the sufficiency of consents, however, does not interfere with the legal rights of the property owners. The Attorney General in a communication to the Board, referring to a similar application, says: "I may also say that while the consent of your Board is necessary in order that the change proposed may be made at all, the giving of it does not in the least destroy or injure the rights of the property-owners interested. The corporation can obtain no rights to change its motive power without complying with the law."

The law confers no power upon the Railroad Commissioners to decide as to the sufficiency of consents, that question being left entirely for determination by the courts. The Board has, however, in the past, required that the applicant shall make a *prima facie* showing that they have obtained a majority in value of consents of abutting property-holders to a change of motive power before the Board would consider their application. This rule was complied with by the applicants in their communication of January 23, 1892, in which they show that the consents in excess of one-half to the extent of \$320,000 were obtained; and after considering the amount of withdrawals and revocations of withdrawals, the statement is made in the last communication of the applicant, filed with the Board this day, that they now have consents amounting to \$84,532 in excess of one-half the assessed value of the property on the streets and avenues in question. In addition to this apparent majority of consents of property-owners, the common council of the city of Brooklyn on the 21st of December, 1891, passed resolutions approving of the proposed change of motive power upon the Franklin avenue route, which were repassed on January 11, 1892, and have become a city ordinance.

In view of the above recited facts, and for the reasons given heretofore in similar applications by horse railroad companies of the city of Brooklyn, the Board deems that it is justified in approving and does hereby approve of a change of motive power by the Brooklyn City and Newtown Railroad Company from horses to the overhead single trolley electric system on its Franklin avenue route, as follows: Grand street from the East river to Kent avenue; South Eighth street from Kent avenue to Wythe avenue; South Ninth street from Kent avenue to Wythe avenue; Wythe avenue from South Eighth street to Wallabout street; Franklin avenue from Wallabout street to city line; Franklin



avenue from city line to Malbone street; Malbone street from Franklin avenue to Flatbush avenue, with the following conditions, however, which are made part of this approval:

*First.* The company shall conform to all the requirements set forth in the resolutions of the common council of January 11, 1892.

*Second.* The company shall construct a longitudinal guard wire over the trolley wire, so as to prevent broken telephone, telegraph or other wires coming in contact with the trolley wire.

*Third.* No car shall be run with less than two men to operate it. Every car shall be equipped with guards in front of the wheels coming within two inches of the track to prevent persons being run over.

*Fourth.* The company shall take all reasonable and proper means to prevent the currents from its wires, through leakage, induction or otherwise, from interfering with the currents upon the wires of other companies, whether telegraph, telephone or other wires.

*Fifth.* The company shall conform to all the reasonable requirements of the local authorities heretofore or hereafter legally imposed.

By the Board.

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## VIII.

IN THE MATTER OF THE APPLICATION OF THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY FOR A CHANGE OF MOTIVE POWER FROM HORSES TO ELECTRICITY, OVER AND ALONG SMITH, JAY, PROSPECT AND MAIN STREET TO CATHERINE FERRY, AND WATER STREET TO FULTON FERRY, IN THE CITY OF BROOKLYN.

March 31, 1892.

This application was filed with the Board on March 16, 1892. After due notice in the press of Brooklyn, a public hearing was had on Tuesday, March 29th, in the chamber of the common council in the city of Brooklyn. The railroad company was represented by H. W. Slocum, Jr., and William N. Dykman, counsel. No one appeared in opposition, nor has the Board received any communication opposed thereto.

An affidavit of Dominick H. Roche, secretary of the board of assessors of the city of Brooklyn, was presented, setting forth that the total assessed valuation of the property on the line of that portion of the route on which the change is applied for is \$5,283,700, and that the parties consenting to the proposed change are owners of property along said route, the assessed valuation of which is \$2,749,500 an excess of \$107,650. The original consents were also presented to the Board for inspection.

In view of the above facts the Board deems that it is justified in approving and does hereby approve of a change of motive power by the Coney Island and Brooklyn Railroad Company from horses to the overhead electric trolley system upon that portion of its railroad on Smith street from Ninth street to Fulton street; on Jay street from Fulton street to Prospect street; on Prospect street from Jay street to Main street; on Main street from Prospect street to Catherine Ferry; on Water street from Main street to Fulton street, with the following conditions however, which are made a part of this approval:



*First.* The company shall construct a longitudinal guard wire over the trolley wire so as to prevent broken telephone, telegraph or other wires coming in contact with the trolley wire.

*Second.* No car shall be run with less than two men to operate it. Every car shall be equipped with guards in front of the wheels coming within two inches of the track to prevent persons being run over.

*Third.* The company shall take all reasonable and proper means to prevent the currents from its wires, through leakage, induction or otherwise from interfering with the wires of other companies, whether telegraph, telephone or other wires.

*Fourth.* The company shall conform to all the reasonable requirements of the local authorities heretofore or hereafter legally imposed.

By the Board.

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## IX.

IN THE MATTER OF THE APPLICATION OF THE JOHNSTOWN, GLOVERSVILLE AND KINGSBORO RAILROAD COMPANY FOR A CHANGE OF MOTIVE POWER.

April 11, 1892.

This application was duly made to the Board of Railroad Commissioners after due notice, and a public hearing was had at the office of said Board on Monday, April 11, 1892, at 10 A. M. The railroad company appeared by Frank Burton, as counsel, and L. Caten, superintendent. The city of Gloversville appeared by E. A. Spencer, as counsel, and the village of Johnstown by E. Bayliss and C. H. Ball, a committee from the board of trustees.

Counsel for the railroad company offered in evidence due proof of the publication of the notice of hearing in the daily papers published at Johnstown and Gloversville. The affidavits of Alexander D. Comrie, dated March 31 and April 2, 1891, showing the total amount of the assessed valuation of the property along the line of said road, viz., \$986,550, and the total amount of consents of abutting property owners obtained by the company, viz., \$515,525. Also a similar affidavit by Daniel Stewart, dated March 31, 1892, the affidavit of Lawton Caten, dated March 31, 1892, as to the location of the route, the affidavit of Lyman K. Brown, dated April 2, 1892, in reference to the total amount of consents of abutting property owners in both towns, showing an excess over one-half of \$22,250; also a permit granted by the board of trustees of the village of Johnstown, dated January 7, 1874, granting certain rights to the applicant, a deed of the commissioners of highways of the town of Johnstown, dated December 16, 1873, and recorded in the Fulton county clerk's office, December 17, 1873; also a deed of the Cayadutta Plankroad Company to applicant, dated July 2, 1874, and recorded in the Fulton county clerk's office September 8, 1874.

After reading and filing the affidavits and papers submitted, and after hearing Mr. Burton, counsel for the applicant, and Messrs. Bayliss, Ball and Spencer, representing the village of Johnstown and the city of Gloversville,

Ordered: That the application by the Johnstown, Gloversville and Kingsboro Railroad Company, for a change of motive power from

horse to the overhead electric trolley system be and hereby is granted on the following conditions, which are made a part hereof:

*First.* The rate of speed shall not exceed that to be reasonably fixed by the local authorities having control of the streets and highways through which the railroad runs.

*Second.* The poles from which the wires are to be suspended shall be of a construction and height appropriate to the streets upon which they are to be erected, so as not to impair the use and appearance thereof to any greater extent than under the circumstances is necessary, and before erection shall be approved by the local authorities or the Board of Railroad Commissioners. It is hereby provided that from the Fulton County Agricultural Society's grounds in the village of Johnstown to Hill street in the city of Gloversville, the poles shall be at the side of the track, with a bracket to support the trolley wire, and that on all other portions of the route the company shall erect poles on each side of the street to support the trolley wire, the location of such poles to be determined by the local authorities within thirty days from the date hereof.

*Third.* No car shall be run with less than two men to operate it.

*Fourth.* The company shall use all proper and reasonable means to prevent the currents from its wires, through leakage, induction or otherwise, from interfering with the currents upon the wires of other companies, whether telegraph, telephone or other wires, and a guard wire shall be constructed over the trolley wire at a sufficient distance therefrom to prevent telegraph, telephone or other wires coming in contact with such trolley wire.

*Fifth.* No part of the track shall be laid with the T or center-bearing rail, excepting on that portion of the route now laid with T rail where the road is built on the side of the highway.

*Sixth.* Said railroad company shall repave where pavements now exist and keep in permanent repair that portion of such street, avenue or public place between its tracks, the rails of its tracks and two feet in width outside of its tracks, under the supervision of the proper local authorities, and whenever required by them to do so and in such manner as they may prescribe, as provided by section 98 of the Railroad Law.

*Seventh.* The company shall conform to all the reasonable requirements of the local authorities heretofore or hereafter legally imposed by them.

By the Board.

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## X.

IN THE MATTER OF THE APPLICATION OF THE JOHNSTOWN, GLOVERSVILLE AND KINGSBORO HORSE RAILWAY COMPANY FOR MODIFICATION OF THE CONDITIONS IMPOSED BY THE BOARD PRECEDENT TO THE GRANTING OF ITS APPROVAL OF A CHANGE OF MOTIVE POWER FROM HORSE TO ELECTRICITY.

April 11, 1892.

The conditions, the modifications of which was applied for, touched the question of the erection of poles to support the trolley wire, and kind of rails to be laid by the company on which to run cars, and were



respectively the second and fifth condition. They were drawn with a view of protecting the interests of the village of Johnstown and the city of Gloversville.

By a stipulation duly signed by Edgar Spencer, attorney for the city of Gloversville; Andrew J. Nellis, attorney for the village of Johnstown, and Frank Burton, attorney for the railway company, filed in the office of the Board, it is known that the village of Johnstown and the city of Gloversville agree to the modification asked for by the company and, therefore,

It is ordered, That the second and fifth conditions shall read as follows:

*Second.* The poles from which the wires are to be suspended shall be of a construction and height appropriate to the streets upon which they are to be erected, so as not to impair the use and appearance thereof to any greater extent than under the circumstances is necessary, and before erection shall be approved by the local authorities, or by the Board of Railroad Commissioners. It is hereby provided that where the road is built on the side of the street, south of Hill street, in the city of Gloversville, the poles shall be at the side of the track, with a bracket to support the trolley wire, and that on all other portions of the route the company shall erect poles on each side of the street to support the trolley wire, the location of such poles to be determined by the local authorities within thirty days from the date thereof.

*Fifth.* No part of the track shall be laid with a T or center-bearing rail, excepting on that portion of the route where the road is built on the side of the highway, north of the north side of the main entrance to the grounds of Johnstown Cemetery Association, in the village of Johnstown, and south of the crossing on South Main street in the city of Gloversville, of the Fonda, Johnstown and Gloversville railroad.

It is further asked that an additional condition be imposed and as all the parties in interest agree thereto and unite in the application, the request is granted, and the following, and eighth condition, is made a part of the order of the board:

*Eighth.* Nothing contained in this order shall be held to impair, modify, or construe any right, privilege or claim either of the said railroad company or of the city of Gloversville except as expressly provided in and by a certain agreement made between them, bearing date, April 26, 1892.

By the Board.

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## XI.

IN THE MATTER OF THE APPLICATION OF THE ATLANTIC AVENUE RAILROAD COMPANY, FOR A CHANGE OF MOTIVE POWER ON A PORTION OF ITS ROUTE.

April 18, 1892.

Application in this matter, for a change of motive power from horses to the overhead electric trolley system on Atlantic avenue from South Ferry to Boerum Place, through Boerum Place to Bergen street to Rochester avenue; and also on Fifth avenue from Twenty-seventh street to Thirty-sixth street having been made and hearing having been



set down for April 12th at 11 o'clock, at the common council chamber in the city of Brooklyn, and the same having been duly advertised in the public press of that city, and Mr. Richardson, the president of the company, appearing and being heard in favor thereof, and no one appearing in opposition thereto, either in person or by letter; and it having been made manifest by a presentation of the affidavit of Dominick H. Roche, secretary of the board of assessors of the city of Brooklyn, that the total assessed valuation of the property on both sides of Bergen street from Rochester avenue to Boerum Place, on Boerum Place from Bergen street to Atlantic avenue, and on Atlantic avenue from Boerum Place to South Ferry, was \$6,352,360, and that the assessed valuation of the property on said streets, the owners of which had consented to the change of motive power amounted to \$3,439,610, making an excess on this portion of the route over one-half of \$263,430; and by the affidavit of Edwin Bolitho, of the board of assessors of the city of Brooklyn, that the total assessed valuation of the property on both sides of Fifth avenue between Twenty-sixth and Thirty-sixth streets amounted to \$140,680, and that the property, the owners of which had consented to the change, amounted to \$101,800, making an excess over one-half of \$30,460. It is hereby ordered

That the Board approves of a change of motive power on that portion of the route of the company described above, with the following conditions, however, which are made a part of this approval:

*First.* The rate of speed shall not exceed that to be reasonably fixed by the local authorities of the city of Brooklyn.

*Second.* The poles from which the wires are to be suspended in Atlantic avenue shall be of iron or steel, and erected between the tracks in the middle of the street, with brackets or arms reaching over the track on each side, unless a majority of the abutting property holders shall prefer, or the local authorities shall require them to be erected on the curb. On other portions of the route, as described above, the poles stand upon the curb. All poles shall be of iron or steel and of a construction or height appropriate to the respective street, and before erection shall be approved by the mayor and common council.

*Third.* No car shall be run with less than two men to operate it. Every car shall be equipped with guards in front of the wheels coming within two inches of the track to prevent persons from being run over.

*Fourth.* The company shall take all reasonable and proper means to prevent the currents from its wires, through leakage, induction or otherwise, from interfering with the currents upon the wires of other companies, whether telegraph, telephone or other wires.

*Fifth.* This approval shall not remove any obligations heretofore resting upon the company, or which may hereafter be imposed upon the company by the local authorities in reference to paving or keeping in repair the pavement between the tracks.

*Sixth.* The company shall conform to all reasonable requirements of the local authorities heretofore or hereafter to be legally imposed.

*Seventh.* The company shall construct a guard wire over the trolley or feed wire, and at a distance of not less than eighteen inches therefrom, so as to prevent broken telegraph, telephone or other wires coming in contact with such trolley wire or feed wire.

By the Board.



## XII.

IN THE MATTER OF THE APPLICATION OF THE STEINWAY RAILWAY COMPANY OF LONG ISLAND CITY, FOR APPROVAL OF THE BOARD OF A CHANGE OF MOTIVE POWER FROM HORSES TO ELECTRICITY ON ALL ITS LINES.

May 2, 1892.

This application, dated April 11, 1892, was lodged with the Board. A public hearing was set down and had at the chamber of the common council in Long Island City, at 11 o'clock A. M., Monday, May 2, 1892, after due notice published in the press of Long Island City.

At the hearing the railroad company was represented by Walter J. Foster, counsel, and William Steinway. No one appeared in opposition, nor has the Board received any communication opposing the application. An affidavit duly sworn to by Julius Hunerbein, city surveyor of Long Island City, which was presented by the company, sets forth that he had compared the consents obtained from the abutting property owners with the books of the city assessors for Long Island City, and that he had found that the assessed value of the property owners signing the consents on all the lines of the Steinway Railway Company of Long Island City was \$897,070, and that the assessed value of the total amount of property abutting that line was \$1,322,820, making an excess of consents of \$235,660 over the one-half in value required by law. The original consents were presented to the Board for inspection.

In view of the above facts the Board deems that it is justified in approving and does hereby approve of a change of motive power by the Steinway Railway Company of Long Island City from horses to the overhead electric trolley system upon all the lines of its system, with the following conditions, however, which are made a part of this approval:

*First.* The rate of speed shall not exceed that to be reasonably fixed by the local authorities of Long Island City.

*Second.* The poles from which the wires are to be suspended shall be of a construction and height appropriate to the streets upon which they are to be erected so as not to impair the use and appearance thereof to the least possible extent, and before erection shall be approved by the Board of Railroad Commissioners.

*Third.* No car shall be run with less than two men to operate it.

*Fourth.* The company shall take all reasonable and proper means to prevent the currents from its wires through leakage, induction or otherwise from interfering with the currents upon the wires of other companies, whether telegraph, telephone or other wires; this provision, however, is not intended to require the railway company to construct a double trolley wire.

*Fifth.* The company shall conform to all the reasonable requirements of the local authorities, heretofore or hereafter legally imposed by said authorities.

By the Board.

## XIII.

IN THE MATTER OF THE APPLICATION OF THE BINGHAMTON AND PORT DICKINSON RAILWAY COMPANY FOR A CHANGE OF MOTIVE POWER FROM HORSES TO THE OVERHEAD ELECTRIC TROLLEY SYSTEM.

May 16, 1892.

The Binghamton and Port Dickinson Railway Company having filed its application for the approval of the Board of a change of motive power from horses to the overhead electric trolley system in due form, the Board having set down the date of May 16 for a public hearing thereon, at its office in the capitol, and caused public notice thereof to be published in the press of the city of Binghamton, proof of the publication of which has been duly filed with the Board, and the company having filed its original consents with the Board duly verified in each individual instance, and the same showing that the amount of such consents on each side of the streets, Main, Court and Chenango, on which the line of the road is operated, and as well on the line in the town of Union and the town of Dickinson, amount to \$1,881,800; and the affidavits of Robert Brown, Charles D. Aldrich and William E. Bray, assessors, showing the total aggregate amount of property abutting on the line of the road is \$2,752,525; and it, therefore, being shown that the value of the consenting property abutting on the line of the road exceeds the amount of one-half the aggregate value by over \$500,000; and the consent of the municipal authorities, as shown by a certified copy of the resolutions passed by the common council of the city of Binghamton, having been filed; and no opposition to the approval having presented itself, therefore

It is ordered: That the change of motive power from horses to the overhead electric trolley system by the Binghamton and Port Dickinson Railway Company be approved by the Board with the following conditions, however, which are made a part of this approval, to-wit:

*First.* That the rate of speed shall not exceed that to be fixed by the local authorities of the city of Binghamton.

*Second.* The poles from which the wires are to be suspended shall be of a construction and height so as to conform to the requirements of the local authorities of the city of Binghamton, as set forth in the resolutions adopted by the common council of said city on the 28th day of March, 1892, a certified copy of which is on file in this office.

*Third.* No car shall be run with less than two men to operate it.

*Fourth.* The company shall take all reasonable and proper means to prevent the currents from its wires, through leakage, induction or otherwise, from interfering with the currents upon the wires of other companies, whether telegraph, telephone or other wires; this provision, however, is not intended to require the railway company to construct a double trolley wire.

*Fifth.* The company shall conform to all the requirements of the local authorities heretofore imposed in the resolutions of the common council of the date of the 28th day of March, 1892, or which may hereafter be legally imposed by said authorities.

By the Board.



## XIV.

IN THE MATTER OF THE APPLICATION OF THE PORT RICHMOND AND PROHIBITION PARK ELECTRIC RAILROAD COMPANY, FOR THE APPROVAL OF THE BOARD OF THE OVERHEAD TROLLEY ELECTRIC SYSTEM AS A MOTIVE POWER.

June 14, 1892.

Application for the Board's approval of the overhead trolley electric system as a motive power, having been made by the Port Richmond and Prohibition Park Electric Railroad Company and duly filed with the Board, and also an affidavit of John W. Lisk, one of the assessors of the village of Port Richmond, setting forth that the written consents of the owners of property bounded on the line, are more than one-half the aggregate amount of value of property bounded on the line; also written consents of the property owners of such village of Port Richmond; the affidavit of Jeremiah Connelly, one of the assessors of the village of New Brighton, setting forth that the amount of property consenting on the line of the road is more than one-half of the aggregate value of the property bounded on the line; and the written consents of the property owners; all of which papers are duly verified; also the agreements between the villages of Port Richmond and New Brighton on the one side and the railroad company on the other, duly sworn to by the presidents of said villages and the president of the Port Richmond and Prohibition Park Electric Railroad Company, setting forth the consents of such local authorities and the conditions precedent thereto, therefore

It is ordered: That the Board of Railroad Commissioners approve and it does hereby approve the adoption of an overhead single trolley electric system by the Port Richmond and Prohibition Park Electric Railroad Company as a motive power.

By the Board.

# APPLICATIONS FOR INCREASE OF CAPITAL STOCK.

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## I.

IN THE MATTER OF THE APPLICATION OF THE OTIS ELEVATING RAILWAY COMPANY FOR THE APPROVAL OF THE BOARD OF AN INCREASE OF CAPITAL STOCK FROM \$100,000 TO \$170,000.

January 20, 1892.

The preliminary steps required by sections 44, 45 and 46 of the stock corporation law appear to have been taken.

At a meeting of the stockholders held at the office of the company, 54 Harrison street, New York city, on January 13, 1892, 600 shares of stock (the entire amount issued) were voted in favor of the increase and none against. By a clerical error in the certificate signed by the chairman and secretary of the meeting it appeared that C. C. Hayes voted on 5,775 shares; it should have been 575 shares. This has been corrected by an affidavit of the secretary which is attached to the certificates endorsed by the Board.

It appears that on May 19, 1886, this Board approved of an increase of the capital stock of this company from \$60,000 to \$100,000. The Board is informed through the affidavit of the secretary, however, that the increase of \$40,000 has never been issued, consequently the amount of stock outstanding at the time of these proceedings of the stockholders was \$60,000, all of which voted in favor.

In a report of the inspector of this Board, made in May, 1886, he estimated that the cost of constructing the railroad would be \$197,845. The company now informs the Board that it proposes to extend its line easterly about 2,300 feet; that such extension will require a trestle of wood, iron and masonry about 2,100 feet long and from forty to seventy feet high; that the company has contracted to pay for the railroad constructed completely \$174,000 cash and \$80,000 of bonds, the road to be in complete running order on or about July 1, 1892.

In view of the above facts and figures the Board deems that it is justified in approving and does hereby approve of an increase of stock by the Otis Elevating Railway Company from \$100,000 to \$170,000 and has caused its approval to be indorsed upon the certificates as required by section 46 of the stock corporation law.

By the Board.



## II.

IN THE MATTER OF THE APPLICATION OF THE HERKIMER, NEWPORT AND POLAND RAILWAY COMPANY FOR THE APPROVAL OF THE BOARD OF AN INCREASE OF CAPITAL STOCK FROM \$250,000 TO \$500,000.

February 1, 1892.

The preliminary steps required by sections 44, 45 and 46 of the Stock Corporation Law (chap. 564 of the Laws of 1890), have been duly taken, and at a meeting of the stockholders held at the office of the company in the city of New York, on the 25th of January, 1892, it appears that 2,460 shares of stock, out of a total of 2,500 were voted in favor of the resolution increasing the capital stock of said company from \$250,000 to \$500,000; no votes were cast in opposition thereto.

It further appears from the affidavit of W. S. Webb, president of the Herkimer, Newport and Poland Railway Company, that the cost of construction and equipment of the road to date is \$522,416.31; that the proposed increase is rendered necessary in order to pay the floating indebtedness of said company, and to pay the contractors now under contract in the building of said railroad, and supplying further equipment for the same, and to pay for further improvements which are to consist of straightening the road of said company, taking out curves, and strengthening culverts and bridges, the estimated cost of which will not be less than \$100,000.

This statement shows that the construction account is substantially in excess of the amount of stock asked for in this application and, there being no bonds outstanding, the Board feels justified in approving and does hereby approve of an increase of the capital stock of the Herkimer, Newport and Poland Railway Company from \$250,000 to \$500,000, and has caused its approval to be indorsed upon the certificates as required by law.

By the Board.

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## III.

IN THE MATTER OF THE APPLICATION OF THE CROSTOWN STREET RAILWAY COMPANY OF BUFFALO FOR THE APPROVAL OF THE BOARD OF AN INCREASE OF CAPITAL STOCK FROM \$500,000 TO \$1,500,000.

February 23, 1892.

The preliminary steps required by statute appear to have been taken in this application. At a meeting of the stockholders, held at the office of the company in the city of Buffalo, on the 16th day of February, 1892, 5,000 shares, being all the stock of the corporation, were voted in favor of the increase.

It appears from the affidavit of Hardin H. Little, president of the company, now on file with this Board that on the 6th day of February, 1890, the consent of the city of Buffalo was obtained to construct, maintain and operate a street surface railroad, the motive power of which was to be the overhead trolley system of electricity on certain of its streets and highways, that of this grant twenty-nine miles have

been laid leaving thirty-five miles yet to be constructed, that the cost of construction of the twenty-nine miles, as aforesaid, exclusive of car houses, power house, and land for same, engines, boilers, generators, has been \$1,117,074.49; that a careful estimate, a copy of which in detail is also filed with the Board, shows that the cost of constructing the thirty-five miles of road yet to be built, including track line and underground work, cars and equipment, buildings and land therefor, steam and electrical plants, etc., will be \$1,685,250, that the company has no bonded indebtedness, but that there is a mortgage of \$350,000 on the tracks now constructed, for advances made, and a further and floating indebtedness of \$267,074, which the company desires to pay.

The financial condition of the company at this date, therefore is as follows:

Capital stock.....	\$500,000
Mortgage on twenty-nine miles of track.....	350,000
Floating debt .....	267,074

Total.....	<u>\$1,117,074</u>
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Cost of constructing twenty-nine miles already built ....	\$1,117,074
Estimate cost of constructing and equipping thirty-five miles yet to be built.....	1,685,250

Total.....	<u>\$2,802,325</u>
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The company represents that its present capital of \$500,000 is inadequate and applies for an increase from \$500,000 to \$1,500,000.

In view of the facts, as above set forth, the Board deems that it is justified in approving, and does hereby approve, of the increase of the capital stock of the Crosstown Street Railway Company of Buffalo from \$500,000 to \$1,500,000.

By the Board.

#### IV.

IN THE MATTER OF THE SENECA ELECTRIC RAILWAY COMPANY FOR AN INCREASE OF CAPITAL STOCK FROM \$40,000 TO \$50,000.

May 9, 1892.

A certificate of the proceedings of a meeting of the stockholders of the Seneca Electric Railway Company, signed and verified and acknowledged by the president and secretary thereof, in accordance with the requirements of the statute (sections 45 and 46 of the stock corporation law) having been filed; and, as well, a statement duly verified and acknowledged, supported by the annual report of the company duly verified, on file in the office of this Board as to the finances of the company, which statement sets forth that the capital stock of the company at present is \$40,000; its bonded indebtedness \$40,000 and its floating indebtedness \$7,656.43; that its cost of construction and equipment up



to date is \$80,897.51; that the floating indebtedness has been incurred in repairing and improving its road and cars; and it being shown that the increase of \$10,000 is to be devoted to the payment of the floating indebtedness and the purchase of a new car, therefore, as the cost of construction and equipment is in excess of the outstanding obligations,

It is ordered: That the approval of the Board of Railroad Commissioners of the increase of the capital stock of the Seneca Electric Railway from \$40,000 to \$50,000, be indorsed upon the certificate of the proceedings of the stockholders of said railway.

By the Board.

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V.

IN THE MATTER OF THE APPLICATION OF THE CORNING, COWANESQUE AND ANTRIM RAILWAY COMPANY FOR AN INCREASE OF CAPITAL STOCK FROM \$2,000,000 to \$5,000,000.

May 9, 1892.

The Corning, Cowanesque and Antrim Railway Company applies to the Board for its approval of an increase of capital stock of the company of \$3,000,000, that is to say from \$2,000,000 to \$5,000,000.

A statement of Daniel Beach, vice-president and treasurer of the said company, duly verified under oath, shows that the company has 86.31 miles of main tracks and 45.80 of other tracks, making a total mileage of 132.10; that its capital stock at the time of the making of the application is \$2,000,000 and its bonded indebtedness is \$1,250,000; that since its existence the road has been equipped and operated by the Fall Brook Coal Company under a lease; that it is now proposed to terminate that lease and operate its own lines and to purchase the equipment from the Fall Brook Coal Company; that the equipment desired to be purchased, and for which purpose the proposed increase is to be devoted, is placed at a value of \$3,080,030.71. There is also a statement of the betterments and improvements on the property and of the equipment to be purchased in minute detail, signed and verified by Daniel Beach, treasurer.

The Board directed its accountant to go to the office of the petitioner and examine its books and ascertain its financial condition and its cost of construction and the cost of the equipment proposed to be purchased; the report of the accountant is on file in the office of the Board.

This report discloses that the cost of the road was \$2,886,333.17; that the cost of the equipment was \$2,261,055.45, making a total cost of road and equipment of \$5,087,388.62, an excess of \$87,388.62 over the capitalization proposed. The report further discloses that the \$1,250,000 of bonds issued by the company are debenture bonds, unsecured by any lien upon the company, which were assumed and guaranteed by the Fall Brook Coal Company, which company received the benefits of their proceeds and which has paid a considerable portion of them and will under its guarantee pay the rest. The bonds, therefore, cannot be deemed a liability of the railway company. This leaves the capital \$2,000,000, the only liability, against which is the cost of construction of \$2,326,333.17, an excess of \$826,333.17. Under

these circumstances, as shown by the various papers on file in the office of the Board,

It is ordered: That the approval of the Board of Railroad Commissioners of the increase of the capital of the Corning, Cowanesque and Antrim Railway Company from \$2,000,000 to \$5,000,000 be endorsed upon the certificate of the proceedings of the stockholders of said railway company.

By the Board. \_\_\_\_\_

## VI.

IN THE MATTER OF THE APPLICATION OF THE FIFTIETH STREET, ASTORIA FERRY AND CENTRAL PARK RAILROAD COMPANY, FOR APPROVAL OF AN INCREASE OF CAPITAL STOCK FROM \$500,000 TO \$1,500,000.

June 1, 1892.

The Fiftieth Street, Astoria Ferry and Central Park Railroad Company applies to the Board for its approval of an increase of the capital stock of the company from \$500,000 to \$1,500,000.

It appears from the papers filed with the Board that the company, though organized two years, has not built any part of its route, although it has obtained the requisite consents. No more stock has been issued than is necessary to its existence and upon that stock only the amount paid in, which is absolutely necessary. It appears from an affidavit of Frederick A. Bartlett, secretary of the company, that when the company was organized and incorporated the route was only seven and three-quarters miles in length. Subsequently a certificate of extension was duly filed in the office of the Secretary of State increasing the length of the route to eleven and one-half miles. It is now proposed to further extend the route one and one-half miles, making the length in all thirteen miles of double track, to which will be added another mile of necessary sidings, turnouts and switches. It is further shown that the company proposes to operate its road by electricity, applied through the medium of storage batteries.

The capital stock of \$500,000 which would have been sufficient for the route as described in the original articles of incorporation, it is alleged, is far from sufficient under the extensions already provided for and which are contemplated in the near future. An estimate in detail, sworn to by Henry G. Evans, engaged in the business of manufacturing and furnishing materials for street-surface railroads, shows that the cost of constructing and equipping the railroad will reach the sum of \$1,505,000.

Certificates of J. F. Harrison, chairman, and Frederick A. Bartlett, secretary, duly verified, shows that the requirements of the statute in advertising the notice of the meeting of the stockholders have been duly complied with, and that more than two-thirds of the shares of the company were represented at the meeting and were voted in favor of the proposed increase to \$1,500,000; therefore,

It is ordered: That the increase of the capital stock of the Fiftieth Street, Astoria Ferry and Central Park Railroad Company from \$500,000 to \$1,500,000 be and is hereby approved, and that the same be endorsed on the certificates of the increase of the capital stock of said company.

By the Board.



## VII.

IN THE MATTER OF THE APPLICATION OF THE NIAGARA FALLS AND SUSPENSION BRIDGE RAILWAY COMPANY FOR AN INCREASE OF CAPITAL STOCK FROM \$100,000 to \$350,000.

June 1, 1892.

The Niagara Falls and Suspension Bridge Railway Company having applied to the Board for its approval of an increase of its capital stock from \$100,000 to \$350,000; and having filed with the Board a certificate duly verified by Charles B. Gaskill, chairman, and Charles B. Hill, secretary, as to the meeting of the stockholders to vote upon the proposed increase; which certificate shows that the meeting was legally called and advertised, the stockholders notified as provided by statute, and that at the meeting more than two-thirds of all the shares of stock of the company were represented in person or by proxy; and that upon the motion to increase the stock as proposed, 2,634 shares of stock, being more than two-thirds of the stock of the corporation, voted for such increase; and it being further shown that the amount of the capital stock actually paid in is \$65,600, and that the whole amount of the debts and liabilities of the company at present is \$61,500; and that the present total cost of road and equipment is \$43,165.73; and an affidavit having been filed with the Board of Charles B. Gaskill, president, that it is proposed to change its road on Falls, Second and Ontario streets, and on Lewiston avenue, to adapt the same for operation by electrical power, involving the rebuilding of the road, double tracking it and paving the streets between the tracks, and as well on Erie and Buffalo streets to Schlosser Landing, and further setting forth that it proposes to build an extension or branch from its present tracks on Ontario street easterly on Pine street to Sugar street, also easterly on Ontario avenue from its present tracks on Lewiston avenue to Sugar street; also southeasterly on Sugar street from Ontario avenue to Schlosser Landing; and that the proposed increase is necessary thereto; also an affidavit by Wallace C. Johnson, setting forth that he has made an estimate of the cost of the improvements and the building of the extensions or branches proposed, and that he estimates the cost of rebuilding the road on Falls, Second and Ontario streets, Lewiston avenue, Erie and Buffalo streets, and of equipping the same with the necessary poles and wires for electrical power and doing the necessary paving, at \$132,041, and the cost of constructing the extensions on Pine street and Sugar street, and constructing the same as an electrical road, at \$56,975; of Sugar street from Pine to Ontario avenue, at \$20,258, and on Ontario avenue at \$27,740, and the power plant to operate such roads and branches at \$17,000, making a total of \$304,014; therefore,

It is ordered: That the increase of \$150,000 be approved and that the same be indorsed upon the certificate of increase of capital stock.

By the Board.

## APPLICATIONS TO SUSPEND OPERATION OF ROAD.

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In 1886, chapter 605 was passed, providing that any railroad constructed and used principally for transporting lumber or ores during the summer months, or constructed and used principally for summer travel might cease the operation thereof, upon the consent of the Board of Railroad Commissioners thereto, having been first obtained. Under this law, the following applications have been made. The law of 1892 has changed this requirement so that no consent of the board is now necessary. This law went into effect June 7, 1892.

### I.

IN THE MATTER OF THE APPLICATION OF THE ONEIDA STREET RAILROAD COMPANY OF UTICA, FOR LEAVE TO SUSPEND OPERATION FROM DECEMBER 1, 1891, TO MAY 1, 1892, IN ACCORDANCE WITH SECTION 55, CHAPTER 565 OF THE LAWS OF 1890.

December 7, 1891.

This application, dated November 25, 1891, was lodged with the Board.

A notice of a hearing before the Board of Railroad Commissioners at its office in Albany, December 7, 1891, was published in the daily newspapers in the city of Utica.

It appears that the railroad runs from Oneida square, Utica, to the cemetery, a distance of about one and one-half miles, and is used only during the summer months.

The statute requires the posting of notice of the intention of a railroad to suspend operation for four weeks prior to such suspension. Therefore the application cannot be granted to take effect inside of such four weeks.

No opposition was presented against granting the request, and it appearing that the public interests would not be prejudiced by the suspension of the operation during the winter months,

It is ordered: That the said Oneida Street Railroad Company shall be relieved of the duty of operating its road between the 4th day of January, 1892, and the first day of May, 1892, upon compliance with the provisions of section 55, of chapter 565, of the Laws of 1890 in regard to posting notices of suspension.

By the Board.



## II.

IN THE MATTER OF THE APPLICATION OF THE BROOKLYN ELEVATED RAILROAD COMPANY FOR THE APPROVAL OF THE BOARD OF THE ABANDONMENT OF A PORTION OF ITS ROAD UPON PARK AVENUE AND GRAND AVENUE, IN CONFORMITY WITH CHAPTER 294 OF THE LAWS OF 1891.

December 23, 1891.

The preliminary steps required by statute appear to have been taken in this application, and at a meeting of the stockholders of the Brooklyn Elevated Railroad Company at its office on the 10th day of November, 1891, 103,830 shares out of a total of 132,836 shares were voted in favor of the abandonment.

It appears that at the time that the Brooklyn Elevated Railroad was incorporated and its routes laid out in certain streets, among others, from the intersection of Grand avenue and Myrtle avenue, along Grand avenue to Park avenue, thence along Park avenue to Hudson avenue; that subsequently the Union Elevated Railroad Company was organized and its routes laid out in various directions, among others, along Myrtle avenue from Grand avenue to Hudson avenue, a distance of about 5,000 feet parallel with Park avenue; that the structures were completed both on Myrtle avenue and Park avenue by the respective companies; that the companies were subsequently consolidated and are now operated under the consolidation; that in consequence thereof there is no necessity whatever for the continued operation of the line upon that portion of Grand avenue and Park avenue hereinbefore mentioned.

Due notice of this application was given in the Brooklyn press. No opposition was made in person or by writing to the approval of the Board.

At a public hearing at the rooms of the chamber of commerce, New York city, December 22, 1891, the Board was assured by Mr. Edward Lauterbach, counsel of the company, that the structure would be entirely removed from the abandoned portion, thus leaving that part of Grand avenue and Park avenue unencumbered.

In view of the above facts and of the further fact that no public interest would suffer by such abandonment, the Board deems that is justified in approving, and does hereby approve of the abandonment of that portion of the route of the Brooklyn Elevated Railroad Company lying and being along Park avenue from the easterly side of the structure in Hudson avenue to Grand avenue, thence along and through Grand avenue to the northerly side of existing structure in Myrtle avenue, in all amounting to about 5,400 feet or thereabouts, and has caused its approval of such abandonment to be endorsed upon the declaration of abandonment of the directors and stockholders as provided by statute.

By the Board.

# APPLICATION FOR RAILROAD CONSTRUCTION AND EXTENSION.

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## I

IN THE MATTER OF THE OSCAWANA AND CORNELL RAILROAD COMPANY.

The Oscawana and Cornell Railroad Company having caused to be filed in the office of the Railroad Commissioners of the State of New York, at a meeting of the Board of Railroad Commissioners held at the city of New York on the 26th day of September, 1892, a copy of its articles of association with proof of the publication thereof in the Highland Democrat, the Westchester County Reporter and the Peekskill Blade, three newspapers published in the county of Westchester, and State of New York, being the only county in which such railroad is proposed to be located, once a week for three successive weeks, such publications commencing respectively August 27, 1892, August 26, 1892, and August 30, 1892, and also having presented its petition by its directors asking for the certificate required by the fifty-ninth section of the railroad law of the State of New York and having exhibited a preliminary survey made of the line of the proposed road extending from a point at Oscawana depot south of and near the village of Crugers on the Hudson river in the county of Westchester and State of New York to a point on the Croton river about 1,000 feet distant westerly from Cornell site, the site of the new proposed Cornell dam on the Croton river in the town of Cortland and county of Westchester, and having also filed with the said board proof of the publication in the New York World and in the Highland Democrat of notice of the hearing of the application for such certificate as required by this Board, and due consideration having been given to the papers filed and the statement made by the counsel for said company;

We hereby certify that all the conditions required by section 59 of the railroad law of the State of New York as necessary to be complied with by said railroad company before said company shall exercise the powers conferred by law upon such corporations or begin the construction of its road, have been complied with; and also that public convenience and necessity require the construction of said railroad as proposed in said articles of association.

Dated, ALBANY, *October 4*, 1892.

By the Board.



## II.

## IN THE MATTER OF THE LONG ISLAND RAILROAD COMPANY, NORTH SHORE BRANCH.

At a meeting of the Board of Railroad Commissioners of the State of New York, held at the city of Albany, on the 19th day of September, 1892, The Long Island Railroad Company, North Shore Branch, caused to be filed in the office of the Railroad Commissioners a copy of its articles of association, with proof of the publication of the same in the Port Jefferson Times, a newspaper published in the county of Suffolk, State of New York, in which such railroad is proposed to be located, such publication having commenced on the 22d day of July and ended on the 5th day of August, and also presented its petition by all of its directors asking for the certificate required by the 59th section of the Railroad Law of the State of New York, together with the blue print of the preliminary survey made of the line of the proposed road, extending from Port Jefferson in Suffolk county to a point near the easterly boundary line of the township of Brookhaven between Wading River and Manor, and having also filed with said Board proof of the publication in said Port Jefferson Times of the notice of this hearing, as required by this Board, and due consideration having been given to the papers filed and the statement made by the counsel for said company;

We hereby certify that all the conditions required by the fifty-ninth section of said act as necessary to be complied with by said railroad company before said company shall exercise the powers conferred by law upon such corporations, or begin the construction of its road, have been complied with; and also that the public convenience and necessity require the construction of said railroad, as proposed in said articles of association.

Dated, ALBANY, *September 19, 1892.*

By the Board.

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## III.

## IN THE MATTER OF CATSKILL AND TANNERSVILLE RAILWAY COMPANY.

At a meeting of the Board of Railroad Commissioners of the State of New York, held at the city of Albany on the 21st of November, 1892, the Catskill and Tannersville Railway Company caused to be filed in the office of the Board of Railroad Commissioners, a duly certified copy of its articles of association, with proof of the publication of a copy of the articles in the Examiner, a newspaper printed and published in Greene county, New York, in which county only the road is proposed to be located, once a week for three successive weeks, beginning September 24, 1892, and also presented its duly verified petition asking for the certificate required by the fifty-ninth section of the Railroad Law, accompanied with a map and profile so far as made of the company's road, namely from Catskill Mountain station, the westerly terminus of Otis Elevating Railway Company, to Tannersville; and having also filed with the Board proof of publication in the Daily Mail, a newspaper printed and published in the village of Cats-

kill, N. Y., of the notice of hearing of the application as required by the Board. And due consideration having been given to the papers filed, to the facts therein contained and to the statements made by the counsel for the company, and we hereby certify that the directors of the Catskill and Tannersville Railway Company have caused a copy of its articles of association to be published and that the copy has been published in the Examiner, a newspaper printed and published in Greene county, New York, the only county in which the road is proposed to be located, once a week for three successive weeks, beginning September 24, 1892, and that satisfactory proof thereof has been filed with the Board of Railroad Commissioners; and that the conditions required by section 59 of the Railroad Law to be complied with by the company, have been complied by it.

And we hereby further certify that public convenience and necessity required the construction of the railroad as proposed in the article of association.

Dated, ALBANY, *November* 21, 1892.

By the Board.



# VARIOUS APPLICATIONS BY RAILROAD COMPANIES.

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## I.

IN THE MATTER OF THE APPLICATION OF THE DUTCHESS COUNTY RAILROAD COMPANY FOR THE APPROVAL OF THE BOARD OF AN INTERLOCKING SWITCH AND SIGNAL APPARATUS AT THE GRADE CROSSING THE NEWBURGH, DUTCHESS AND CONNECTICUT RAILROAD.

January 4, 1892.

This application, through A. B. Paine, chief engineer of construction of the Dutchess County Railroad Company, was made to the Board.

A blue-print sketch was submitted, showing the proposed apparatus to be constructed. A central tower at the intersection of the roads is provided, from which distant signals erected 1,200 feet from the intersection, and home signals erected 350 feet from the intersection of both roads, are operated.

There is also a derailing device provided for about 300 feet from the intersection. The signals are so arranged and interlocked that when they show safety on one road they show danger on the other; and where the danger is shown on the home signal the derailment is provided for.

Upon the completion of this interlocking device, as heretofore described, the Board of Railroad Commissioners hereby relieves the Newburgh, Dutchess and Connecticut Railroad Company and the Dutchess County Railroad Company from compelling their trains coming to a full stop, as provided for in section 36 of chapter 565 of the Laws of 1890.

By the Board.

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## II.

IN THE MATTER OF THE APPLICATION OF THE WAGNER PALACE CAR COMPANY FOR THE APPROVAL OF THE BOARD OF THE PATTERN AND KIND OF COOKING URNS USED IN BUFFET CARS.

January 4, 1892.

This application, through C. D. Flagg, general superintendent of the company, was duly made to the Board.

A small stove was submitted for the inspection of the Board by W. H. Deal, district superintendent, at the office of the Board, Albany, N. Y., Tuesday, December, 29, 1891. The stove consists substantially of a strong iron frame twenty-one inches wide, seventeen inches deep, and about twelve inches high, on the top of which the water is boiled and cooking done. The heat is supplied by a mineral oil lamp, in which no oil less than 300 degree test is used. The reservoir of the lamp consists of a strong iron tank sliding into the lower part of the frame

and strongly fastened therein. The reservoir holds about a quart. The door of the stove is also fastened so as not to be liable to come open. The frame is fastened either by screws or bolts to a shelf in the compartment of the buffet car.

The Board deems that the frame should be fastened by bolts so as not to roll off in case of the overturning of the car. When so fastened, the Board deems that any danger from this stove is so remote that it is justified in approving, and does hereby approve of such stove in accordance with the provisions of the statute.

By the Board.

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### III.

IN THE MATTER OF THE APPLICATION OF THE LONG ISLAND RAILROAD COMPANY, FOR APPROVAL OF THE BOARD OF AN INTERLOCKING SWITCH AND SIGNAL APPARATUS, ERECTED AT THE CROSSING OF ITS TRACKS OVER THOSE OF THE BROOKLYN CITY RAILROAD COMPANY, AT MYRTLE AVENUE IN THE CITY OF BROOKLYN.

May 2, 1892.

This application, by W. H. Blood, general superintendent of the road, was filed with the Board under date April 25, 1892. At Long Island City, May 2, P. D. Ford, chief engineer, and C. L. Addison, signal engineer, appeared before the Board with a tracing of the device and explained in detail the apparatus. On the Long Island tracks, distant and home signals are provided and also derailing devices in case of the disregard of the signal by an engineer on either of the tracks of the Long Island railroad. On the line of the Brooklyn City road on which, at that portion of its crossing the Long Island tracks, dummy engines are operated, the Scotch-block device is provided. This is a device in little use in this country, but in frequent use on the railroads of Great Britain, where it has given great satisfaction in obstructing slow moving and light engines. It consists of a block disc which, when the signal is set against the approaching engine, turns over upon the track, forming a complete obstruction.

The Board approves of the derailing switch and signal apparatus for the Long Island road and of the Scotch-block for Brooklyn City road, as explained and set forth in the tracing hereinbefore mentioned and the respective roads are relieved from the "full stop and crossing on signal," as provided in section 36 of chapter 565 of the Laws of 1890, when such interlocking switch and signal apparatus and Scotch-block shall have been put in operation.

By the Board.

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### IV.

IN THE MATTER OF THE PETITION OF THE ADIRONDACK RAILWAY COMPANY UNDER SECTION EIGHTY-THREE OF THE RAILROAD LAW, FOR A CERTIFICATE RELIEVING SAID CORPORATION FROM THE OBLIGATION TO EXTEND ITS ROAD.

May 9, 1892.

It appearing by a petition duly signed, verified and acknowledged by the president of the Adirondack Railway Company, on file in the office of this Board, that the petitioner is a reorganized company within the



meaning of the law; that the road was constructed and has been since operated, from Saratoga in the county of Saratoga to the town of North Creek in the county of Warren; that the route of the company as originally provided in the articles of incorporation extended six miles beyond North Creek in a northerly direction; that such portion of the road has never been constructed or operated; that the Adirondack Railway Company has no funds to build said extension; and, it further appearing by affidavits on file in the office of this Board that the notices of the hearing on such petition, the Board had set down for May 9th at 3 o'clock in the afternoon, were published in the Warrensburgh News (Warren Co.), Franklin Gazette (Malone, Franklin Co.), Essex County Republican (Keeseville), Advance and St. Lawrence Democrat (Ogdensburg, St. Lawrence Co.), and Hamilton County Press (Hope, Hamilton Co.), as directed by the Board; and that such hearing was held on May 9th at 3 P. M., and no one appeared in opposition by person, by letter or by counsel, therefore,

*It is Ordered,* That the certificate of the Board relieving the Adirondack Railway Company from the obligation of extending its road beyond North Creek in the county of Warren, be granted.

By the Board.

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IN THE MATTER OF THE POLES TO SUPPORT TROLLEY WIRES OF THE  
STEINWAY RAILWAY COMPANY OF LONG ISLAND CITY.

June 1, 1892.

The plan of the poles to support the trolley wires, showing that the proposed poles shall be of wood, octagon in shape, setting six feet in the ground and tapering to the top, straight and upright, is hereby approved for use on the lines of the Steinway Railway Company of Long Island City.

By the Board.

# INQUIRIES.

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During the twelve months ending June 30, 1892, a number of inquiries have been submitted to the Board involving questions of importance and requiring much investigation. The more important of these are set forth as follows :

## I.

### Surface Roads Crossing Civil Divisions.

HUDSON, N. Y., *August 21, 1891.*

*To the Board of Railroad Commissioners, Albany, N. Y.:*

GENTS.—I notice that section 101, title 4 of chapter 565 of the Laws of 1890 changes very materially the provisions of chapter 252 of 1884, section 13, in this, that the new law omits these words contained in the old, “within the limits of any incorporated city or village.”

Do you interpret the law as restricting street surface railroad companies to a five-cent rate of fare for one continuous passage over a road running through two or more towns and villages?

We have in contemplation such a road nine miles long, which we would not feel justified in building if we are to be limited to a five-cent fare for the entire route.

An early reply will greatly oblige,

Yours truly,

H. M. McGONEGAL.

ALBANY, N. Y., *September 14, 1891.*

H. McGONEGAL:

SIR.—Your communication of August 21st has just been laid before the Board upon its reconvening after the usual summer vacation.

You state, “I notice that section 101, title 4, chapter 565, Laws of 1890, changes materially the provisions of chapter 252 of 1884, section 13, in that the new law omits these words, ‘within the limits of any incorporated city or village.’”

It is true that the new law does omit these words. At the suggestion of this Board, the revision commissioners in their report to the legislature last year, submitted an amendment to section 101 reinserting the words “within the limits of any incorporated city or village.” The amendment, however, failed to become a law in consequence of the deadlock in the Senate. Probably the amendment will pass next year, but as the law reads to-day the fare is restricted for one continuous ride to five cents.

By the Board.



## II.

**As to local mail service on the Hudson River Division of the New York Central and Hudson River Railroad Company.**

ALBANY, *October 20, 1892.*

HON. CHAUNCEY M. DEPEW, *President N. Y. C. & H. R. R. Co.:*

SIR.—The Board desires to call your attention to the very unsatisfactory service rendered by train 57, leaving the Grand Central depot at 4.59 P. M., to all points north of Peekskill. This train is a Poughkeepsie local, and was originally intended to particularly accommodate suburban travel north of Peekskill.

Previous to the time-table of September 27, 1891, this train left New York at 4.55. It did not stop until it reached Tarrytown. It passed Garrisons at 6.22, and reached Poughkeepsie at 7.05. It was generally on time, and was satisfactory to a large number of people who take it, particularly those living north of Peekskill.

In the time-table of September 27, 1891, it makes a number of additional stops south of Tarrytown, viz.: Glenwood, Hastings, Dobbs Ferry and Irvington. The result has been that, although the schedule time of the train was extended considerably, it never is on time. It has been every day from ten to twenty minutes late at Garrisons, for instance, and correspondingly late at all points north. It has been a source of much inconvenience and complaint to a large number of people.

Is it not practicable to discontinue the stops south of Tarrytown and put the train under the same schedule that existed prior to the time-table of September 27th.

The above letter led to a voluminous correspondence, resulting in the receipt of the following letter, closing the inquiry and effecting the change desired :

NEW YORK, *January 20, 1892.*

HON. W. E. ROGERS, *Chairman of the Board of Railroad Commissioners, Albany, N. Y.:*

DEAR SIR.—In December last you asked that trains Nos. 57 and 85 be restored on time-table No. 40. Your main object was, I presume, that train No. 57 might make better time from New York to Poughkeepsie.

In looking the table over recently, I have decided that it would be just as well to discontinue No. 85 entirely, consolidating it with the Croton train leaving at 5.08, and I have advised Mr. Voorhees to make this change, leaving the Poughkeepsie train as it now is, departing from Grand Central station at 4.55, passing Garrisons at 6.24, and arriving at Poughkeepsie at 7.10, but sweeping the Croton train leaving at 4.59 from the table entirely.

It may be that you will get complaint about No. 85 being discontinued, but this train will be restored during the summer months. When such disposition is made the public will be as well accommodated as they were last season.

Trusting that this will satisfy you, I am  
Yours truly,

JOHN M. TOUCEY,  
*General Manager.*

## III.

**As to the Crossing of Navigable Streams by New Roads.**PEEKSKILL, *October 28, 1891.**Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—The Westchester and Putnam Railroad Company, recently organized, has surveyed its route, and is now preparing its maps and profile. At one point it crosses a navigable stream and at which point a draw bridge will be necessary.

Please advise me of any law, rule or regulation fixing the width of the draw, and oblige

Yours very truly,

F. COUCH.

REPLY OF BOARD.

ALBANY, *November 5, 1891.*

Mr. F. COUCH :

DEAR SIR.—Your letter of the twenty-eight instant is received.

The Board is not aware of any statute fixing the width of any draw. On the contrary, however, the law prohibits the construction of a bridge or other obstruction over any stream or lake navigated by steam or sail-boats at any place where it may be proposed to be erected. You will find this prohibition distinctly stated in section 11, chap. 565 of the Laws of 1890.

It may be proper to call your attention to the fact that sub-division 4 of section 2 of the same act appears to authorize the construction of a railroad across any stream or watercourse, but said subdivision 4 is modified by section 11 in the manner hereinbefore set forth. Section 16 of the same act also appears to make provision for bridging a stream, but in such obscure language that the Board does not deem that it would be held to counteract the prohibition to be found in section 11.

The question as to whether the stream is navigable or not, and therefore comes within the prohibition of the statute, the Board makes no decision upon, as you do not state what stream it is.

By the Board.

**SPECIAL INQUIRIES.**PEEKSKILL, N. Y., *November 10, 1890.**The Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—Yours of the fifth instant is at hand and contents noted.

1. The stream over which we propose to construct a railroad is the Peekskill creek (sometimes called Annsville creek) near its mouth, where it enters the Hudson river, and inside of and to the east of the Hudson River Railroad. The creek at the point where we propose to cross it is navigable for small sailing vessels, flat-bottomed scow-sloops which carry sand and cord-wood.



2. The provisions of the statute to which you refer, section 11, chapter 565, Laws of 1890, is substantially the act of April 12, 1850, section 28.

As I read the law it means that no stream should be *obstructed* by a bridge or otherwise that is closed up. If there is an open draw through which vessels may freely pass and repass, there is no obstruction, no closing up of the stream.

Since the act of 1850 was passed, railroads have been built in this State over hundreds of streams, navigable by steam or sailing boats, among such railroads, the West Shore and Buffalo Railway, constructed in 1881. To be sure, in nearly every instance open draw-bridges have been built, such as we propose to build. It seems to me that it never was the intent of the Legislature to prohibit the building of railroads over streams navigated by steam and sail boats; upon the contrary, section 14 of the act of 1890, provides that "every railroad corporation shall have power to construct its road across, along or upon any stream." Section 16 further provides, that when, according to the route and plan adopted by any railroad corporation hereafter incorporated for the building of its road, it shall be necessary and proper to bridge any river or waters, such corporations may enter upon, acquire title to use such lands under water and uplands as shall be deemed necessary for the purposes herein mentioned.

3. If we have power to cross the Peekskill creek we want to do it, and if we do it we want to locate our draw-bridge at the proper place and make it the right width.

Yours respectfully,

FRANKLIN COUCH.

PEEKSKILL, *December 18, 1891.*

WILLIAM C. HUDSON, *Secretary of the Board of Railroad Commissioners, Albany, N. Y.:*

SIR.—I am patiently waiting for a reply to my communication of November tenth, the receipt of which you acknowledged and stated would be submitted to the Board for action.

Yours respectfully,

F. COUCH.

ALBANY, N. Y., *December 26, 1892.*

F. S. COUCH :

SIR.—I am instructed to say that the Board believes it covered the question raised by you in its communication of November tenth, and, therefore, has no further communication to make.

By the Board.

#### IV.

Electrical powers on Second avenue, Brooklyn.

NEW YORK, *November 21, 1891.*

*To the Board of Railroad Commissioners :*

GENTLEMEN.—If you can give me any information in regard to the following questions I shall be indebted to you:

*First.* Does the Brooklyn Railroad Company operate an electric road on Second avenue, Brooklyn?

*Second.* If so, is the Second Avenue Elevated road a separate organization leased to the Brooklyn C. R. R., or if not, how does it have control of same?

*Third.* If under any special or general act of the legislature, please refer me to same.

*Fourth.* When did the Second avenue road begin operations?

I trust I am not trespassing on your kindness or duties in asking the above, and if you can give me the information I will be greatly obliged.

Thanking you in advance, believe me,

Yours truly,

M. M. FRIEND.

ALBANY, N. Y., *November 25, 1891.*

M. M. FRIEND, *Counselor at Law, 11 Pine street, New York city:*

SIR.—In reply to your letter of recent date asking certain information as to electric road on Second avenue, Brooklyn, this Board would state that it understands the Brooklyn City R. R. Co. does operate a branch of its road by electric power over that part, or a portion of that part of Second avenue so called, which lies in the town of New Utrecht, but not over any of said Second avenue lying in the city of Brooklyn.

*Second.* So far as any data in this office go to show the said Second avenue branch is not a separate organization but its road is owned by and not leased to said Brooklyn City R. R. Co.

*Third.* The Board finds no special act of the legislature having reference to a railroad on Second avenue aforesaid, but the right to operate so much of its road on Second avenue by electric power as is above referred to was granted by this Board to said Brooklyn Railroad Company under provisions of chapter 252, laws of 1884, as amended by chapter 531, Laws of 1889, as more fully indicated by enclosed public notice.

*Fourth.* Nothing on file with this Board shows precisely when the Brooklyn city R. R. Co. commenced to operate its Second avenue branch, but from such information as it now has it is led to believe that such branch has been in operation but for comparatively a short space of time.

By the Board.

## V.

**As to Street Roads the Termini of which are in different Civil Divisions.**

JAMESTOWN, N. Y., *November 24, 1891.*

*Board of Railroad Commissioners, Albany, N. Y.:*

GENTS.—In the Laws of 1884 I find the following:

“No company or corporation incorporated under, or constructing and operating a railroad under the provisions of this act, shall charge any passenger more than five cents for one continuous ride from any point on its road or on any branch operated by it or under its control to any other point or on any connecting branch thereof within the limits of



any incorporated city or village. This section shall not be construed to apply to any part of any road heretofore constructed and now in operation, unless such company shall acquire the right to extend such road, or to construct branches thereof under the provisions of this act, in which event its rate of fare shall not exceed its authorized rates prior to such extension." Laws 1884, sec. 13, chap. 252.

This section was not repealed by the laws of 1884, nor has it been since, as I find.

The Jamestown Street Railway Company was incorporated under the general act and prior to 1884, but material extensions have been made under the last named act. On the west, the new extension has been taken into the towns of Ellicott and Busti, for the distance of about three miles; and on the east, the old line extended into the town of Ellicott, some two miles; but within the last two or three months this extension has been put in operation. Electricity, as a motive power, has been adopted on the entire line, within the last year. The road is now being operated in both these towns and in running from one portion of Ellicott to the other, it of necessity passes through the city of Jamestown.

*First.* What rate of fare controls outside the city limits?

*Second.* Can two fares be charged from out the city line into and along the city, one for the town and the other for city?

*Third.* Suppose a passenger gets on at the easterly end of the road, how far can he ride for one fare?

*Fourth.* The whole length of the road from east to west, being one continuous line, except a break to change cars in the city, can more than one fare be charged? The whole length is about ten miles.

I understand the rate, before this law of 1884, was not to exceed five cents per mile, and yet in Albany they charge six.

These questions are troubling the company somewhat and we are anxious to know the meaning of the law.

Yours truly,

C. R. LOCKWOOD.

ALBANY, N. Y., November 30, 1891.

C. R. LOCKWOOD, *Jamestown, N. Y.*:

SIR.—Your communication of November twenty-fourth is received. Therein you quote section 13 of chapter 252 of the Laws of 1884. You then state: "This section was not repealed by the Laws of 1884, nor has it been since, as I find." In the latter statement you are mistaken. This section was repealed, as was the entire chapter, by section 180 of chapter 565 of the Laws of 1890. The revision commissioners apparently intended to re-enact the provisions of section 13, in section 101 of chapter 565. They failed to do so, however, inasmuch as the words "within the limits of any incorporated city or village" were omitted.

At the suggestion of this Board the revision commissioners in their report to the Legislature, last year, submitted an amendment to section 101, reinserting the words "within the limits of any incorporated city or village." The amendment, however, failed to become a law in consequence of the deadlock in the Senate. Probably the amendment will pass next year, but as the law reads to-day "Not more than one fare

shall be charged for passage over the main line or road or branch or extension thereof, whereof the right to construct such branch or extension has been acquired under the provisions of such chapter (252 of the Laws of 1884) or of this article." The Board believes that this covers the subject of your questions without going into them categorically.

By the Board.

## VI.

### The Legal Life of Railroad Corporations.

NEW YORK, *November 30, 1891.*

*The Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—I am one of the directors of the Otis Elevating Railway Company, organized, I think, in 1884, expecting to connect with the Catskill Mountain Railway Company, and supposed to have kept its charter alive by its annual meetings and by engineering work done during the years of 1887 and 1891.

Please inform me whether the O. E. Ry. Co. has been legally kept alive, so that the company can file maps and make the necessary application to increase their capital stock.

Yours truly,

W. H. RITTER.

ALBANY, *December 1, 1891.*

W. H. RITTER, ESQ., 230 *West Thirty-fourth street, New York City:*

SIR.—In matter of your inquiry as to Otis Elevating Railway Company, the Board desires to be informed as to these points: Under what law was the company organized, this definitely; how much money has been expended up to date; what is the general nature of the work done? Upon the receipt of this information the Board will be able to reach a conclusion.

By the Board.

NEW YORK, *December 2, 1891.*

W. C. HUDSON, *Secretary Board of Railroad Commissioners, Albany, N. Y.:*

SIR.—Yours of the first received. Enclosed find memorandum of the law the company organized under. Also note from the secretary as to expenditures.

The company organized in 1885 with Charles Rickerson president. We think everything has been done that the law requires, and are so advised by counsel.

Yours truly,

W. H. RITTER.

REPLY.

ALBANY, *December 7, 1891.*

Mr. W. H. RITTER:

SIR.—Your communication of the second instant is received. It appears that the Otis Elevating Railway Company was organized under chapter 697 of the Laws of 1866, and filed its articles of association on November 25, 1885; section 2 of said chapter 697 provides that "any



such company shall have and enjoy all the powers and privileges, and be subject to the liabilities mentioned in the aforesaid act passed April 2, 1850, so far as the same are comprised in the first, twenty-sixth and the twenty-eighth sections thereof." The section providing the limit of time within which a railroad company should expend ten per cent of its capital stock, and construct its road, was not among those sections enumerated, consequently it would appear that the company had an unlimited time within which to construct its road.

This chapter 697 of 1886 was repealed, however, by chapter 565 of the Laws of 1890, and its features incorporated in the last named statute. Section 5 of said chapter 565 of 1890, provides "if any domestic railroad corporation shall not within five years after its certificate of incorporation is filed, begin the construction of its road and expend thereon ten per cent of the amount of its capital, or shall not finish its road and put it in operation in ten years from the date of the time of filing such certificate, its corporate existence and powers shall cease."

It might be claimed that the failure of the Otis Elevating Railway Company to expend ten per cent of its capital within five years from the time of its incorporation might bring it under the penalties of section 5 of chapter 565. On the other hand, the Board is inclined to think that inasmuch as no such obligation rested upon this road at the time of its incorporation, that a court would hardly interpret the provisions of section 5 with regard to the expenditure of ten per cent of capital stock within five years as applicable to this road under the circumstances. The same would probably be true with regard to the construction of the road within ten years from the time of its incorporation.

With the exception of the doubt expressed above, the Board knows no reason why the company has not been legally kept alive.

By the Board.

## VII.

### As to use of Steel for Bridge Building.

POTTSTOWN, Pa., *December 11, 1891.*

*To the Board of Railroad Commissioners, Albany, N. Y. :*

GENTLEMEN.—In competition for work we have been met with the statement that only open hearth steel would be used in bridges in New York State owing to the position taken by your Board. We would be obliged if you will inform us if your Board has ever stated the *method* of manufacture to be employed in making the steel for bridges coming under their control.

If your Board only requires a good uniform steel, as called for in the specifications of Mr. Theodore Cooper and other prominent engineers, we feel confident that our special soft basic Bessemer steel would be satisfactory in every respect. I enclose reports of a few tests made on this material and would be happy to afford facilities to any one that you may appoint to thoroughly investigate our method of manufacture and the finished product.

We are the only manufacturers of basic Bessemer steel in the country, and have recently had our steel accepted by the secretary of the navy for ship work (enclosed find copy.) We now want your Board to do as much for us, provided the chemical qualities and physical tests of our steel are equal to those of the same grades of steel now being used for bridges in your State.

Yours truly,

WILLIAM H. MORRIS,

*President.*

FIRST REPLY.

ALBANY, *December 15, 1891.*

MR. WILLIAM H. MORRIS, *President Pottstown Iron Co., Pottstown, Pa. :*

SIR.—In reply to your letter of date of December 11, 1891, I am instructed to say that the Board has never expressed any opinion or made any requirement with regard to the method of making steel for bridges coming under its control.

By the Board.

POTTSTOWN, PA., *December 22, 1891.*

WILLIAM C. HUDSON, *Secretary of the Board of Railroad Commissioners, Albany, N. Y. :*

SIR.—Your letter of the fifteenth to our president was duly received, and we are obliged to you for your prompt reply.

I note what you say in regard to your Board never having specified the method by which steel should be made for bridges, and assume from this that our soft basic Bessemer steel would be satisfactory to your Board, provided that the tests were equal to those of steel made by other methods.

Assuming the above to be correct, and in view of the fact that certain engineers have declined to use our steel, owing to the position taken by your Board, will you kindly give us a letter distinctly stating that you are willing to accept for bridge and construction purposes our steel, whether made by open hearth or Bessemer process, provided it fulfils the tests specified.

Without presuming too much on your good nature, you can see the value to us of a more explicit statement than that in your letter of the fifteenth.

Your truly,

W. R. WEBSTER,

*Engineer, Pottstown Iron Co.*

FINAL REPLY.

ALBANY, *December 28, 1891.*

MR. W. R. WEBSTER, *Engineer Pottstown Iron Co. :*

SIR.—Your communication of December twenty-second is received. Therein you state, "Assuming the above to be correct and in view of the fact that certain engineers have declined to use our steel owing to the position taken by your Board, will you kindly give us a letter dis-



tinently stating that you are willing to accept for bridges and construction purposes our steel, whether made by open hearth or Bessemer process, provided it fulfils the tests specified."

The Board in its communication to you of December 15, 1891, stated that it had never expressed any opinion or made any requirement in regard to the method of making steel for bridges coming under its control. It may be further stated that no engineer has any authority to reject or accept any peculiar kind of steel based on any position taken by this Board with regard to its manufacture, for the reason that the Board has taken no such position and is not prepared to.

By the Board.

### VIII.

#### As to Railroad Legislation.

WASHINGTON, *December 4, 1891.*

HON. W. E. ROGERS, *Chairman State Railroad Commission:*

SIR.—The Commission is now preparing its fifth annual report to Congress, and an appendix thereto will quite likely be devoted to State legislation regarding railroads. If any laws have been enacted in your State since November, 1890, relating to the management and control of railroads, I would be greatly indebted for copies of the same. Hoping this request may not cause any inconvenience,

I remain very respectfully,

EDWARD A. MOSELEY,

*Secretary.*

ALBANY, *December 8, 1891.*

EDWARD A. MOSELEY, *Secretary Interstate Commerce Commission, Washington, D. C.*

SIR.—Your letter of the fourth instant is received.

You say, "If any laws have been enacted in your State since November, 1890, relating to the management and control of railroads I would be greatly indebted for copies of the same."

Under the provisions of chapter 289 of the Laws of the State of New York of 1889, a commission was appointed consisting of Isaac H. Maynard, Charles A. Collin and Ely C. Belknap to revise the laws of the State. Their report was made to the legislature of 1890 in the form of several bills amending and codifying the general laws of the State. Those which were passed, particularly affecting railroads, were as follows:

*First.* Chapter 95, entitled "An act to amend the Code of Civil Procedure," one section of which was later on amended by chapter 247, known as the Condemnation Act.

*Second.* Chapter 563, entitled "An act relative to corporations, constituting chapter 35 of the general laws," known as the General Corporation Law

*Third.* Chapter 564, entitled "An act in relation to stock corporations, constituting chapter 38 of the general laws," known as the State Corporation Law.

*Fourth.* Chapter 565, entitled "An act in relation to railroads, constituting chapter 39 of the general laws," known as the Railroad Law.

Chapters 563, 564 and 565 took effect on the 1st of May, 1891.

A complete change in the form and very material changes in the matter of the law of this State are brought about by this codification. A number of the changes you will find noted in the report of this Board to the Governor on page 26 of the appendix of the report of the Board for 1890 (first volume), a copy of which you have.

Possibly the best way to put you in possession of the law as it is to-day, is to send you a copy of "White's Manual of Corporation Law," published this last summer, which I take pleasure in doing by express. This Board will publish the laws in its annual report to the Legislature next month. That probably will be too late, however, for your purposes. I, therefore, send you White's book which you should receive shortly after this letter, and will put you in complete possession of the law as it is, except the Condemnation Act, which is applicable to railroads so far only as it provides the course of procedure that railroads must take to condemn real estate.

By the Board.

## IX.

### Taxes and Assessment on Railroad Corporations of the State.

CHICAGO, ILL., December 3, 1891.

W. E. ROGERS, *Chairman Board of Railroad Commissioners,*  
*Albany, N. Y.:*

SIR.—Mr. Fish, president, tells me you can send me the following data:

*First.* Assessed value of other property than railroad property in the State.

*Second.* Assessed value of railroad property in State.

*Third.* Miles of main track in State.

*Fourth.* Gross earning of railroads in State.

*Fifth.* Taxes paid by railroads in State.

Will you kindly send me a copy of report containing this information?

Yours truly,

L. P. MOREHOUSE.

ALBANY, N. Y., December 8, 1891.

L. P. MOREHOUSE, Esq., *Tax Commissioner and Custodian of Deeds of the Illinois Central Railroad Company:*

SIR.—Your communication of December third asking for certain information is received.

You ask, *first*. "The assessed value of other property than railroad property in the State of New York."

Answer.—It is impossible to give this information as there is no central office in this State where the returns of the assessors are separated so as to give information which will enable me to answer your question.



*Second.* "The assessed value of railroad property in the State."

Answer.— Cannot be given for reasons stated in answer to first question.

*Third.* "Miles of main track in State."

Answer.— For year ending June 30, 1890, 7,590.07.

*Fourth.* "Gross earnings of railroads."

Answer.— For year ending June 30, 1890, \$163,974,833.87.

*Fifth.* "Taxes paid by railroads."

Answer.— For year ending June 30, 1890, \$5,496,092.37.

By the middle of next month these figures for the year ending June 30, 1891, will be compiled and published.

By the Board.

## X.

### Disregard of Rules.

ALBANY, N. Y., *December 4, 1891.*

HON. CHAUNCEY M. DEPEW, *President New York Central and Hudson River Railroad Company :*

SIR.— Rule 162 published upon the time-tables of the New York Central Railroad provides as follows :

"Distant station signals must always be set at danger when the train is at the station receiving and discharging passengers, or whenever track is obstructed, switches turned or line broken from any cause; *also to prevent a train from an opposite direction running between the stations and a train receiving and discharging passengers.*"

This Board desires to call your attention to the fact that this rule is frequently disregarded. An instance occurred to-day at Rhinecliff station. When train No. 23, north bound, was standing at the station a passenger left the train on the west side desiring to go to the ferry. A freight train was just about passing and the man would inevitably have been killed had it not been for the quickness of a trainman who forcibly pulled him back.

The disregard of this rule has frequently been observed. Your attention is drawn to it in the hope that you will see that measures are taken to assure its strict observance in future.

By the Board.

## XI.

### The Use of Automatic Couplers.

ALTOONA, Pa., *December 16, 1891.*

W. C. HUDSON, *Secretary New York State Railroad Commissioners, Albany, N. Y. :*

SIR.— It is the practice of the Northern Central Railway, which runs into New York State, to equip all new cars built, cars rebuilt and cars purchased with Janney couplers, arranged in the usual way, so that they can be coupled and uncoupled without going between the cars.

Will you kindly advise me as to whether these conditions satisfy the letter and spirit of the law, first, as to the equipment, and, second, as to the class of couplers used, viz., the "Janney?"

We wish to comply with the law in all respects, and presume we are doing so, but would like to have a definite understanding.

Yours truly,

THEO. N. ELY,

*General Supt. Motive Power.*

ALBANY, N. Y., *December 24, 1891.*

Mr. THEODORE N. ELY, Esq., *Gen. Supt. Motive Power Penn. Railroad, Altoona, Pa.:*

SIR.—Your communication of December sixteenth is received.

You state, "It is the practice of the Northern Central Railroad, which runs into New York State, to equip all new cars built, cars rebuilt and cars purchased with Janney couplers, arranged in the usual way so they can be coupled and uncoupled without going between the cars. Will you kindly advise me as to whether these conditions satisfy the letter and spirit of the law, first, as to the equipment, and, second, as to the class of coupler used, viz., the "Janney?"

The Board is of the opinion that the practice of the Northern Central Railroad as defined by you fulfils all the requirements of the law.

The Board, however, calls your attention to the fact that chapter 524 of the Laws of 1889, provides as follows:

SECTION 1. All persons and corporations operating any line or lines of railway by steam power in this State, shall, after the first day of November, 1892, equip all of its own engines and freight cars run and used in freight trains or other trains in this State with such automatic self-couplers.■

By the Board.

## XII.

### Legal Fares on Railroads.

BROOKLYN, N. Y., *December 17, 1891.*

Mr. W. C. HUDSON, *Secretary Board of Railroad Commissioners, Albany, N. Y.:*

SIR.—Will you please advise me whether there is any law or act which requires us to charge less than five cents for a single fare, even though the distance should be less than a mile. My experience with other roads in this State is that no charge is made for less than five cents, and I am not familiar with the laws governing such matters.

I would also like to know whether in selling a ticket for a greater distance than one mile, whether we are not privileged to charge at the rate of five cents for the first mile, and the legal rate three cents per mile for the succeeding miles.

Thanking you in advance for the information on this subject, I am,  
Sincerely yours,

J. HORACE HARDING.



ALBANY, N. Y., *December 24, 1891.*

J. HORACE HARDING, *Secretary Brooklyn, Bath and West End Railroad Company, 122 South Fourth Street, Philadelphia, Pa. :*

SIR.—Your communication of the seventeenth instant is received. You ask if there is any law or act which requires you to charge less than five cents for a single fare, even if the distance should be less than a mile.

Subdivision 5 of section 37 of chapter 565 of the Laws of New York, of 1890 (the new railroad code), does not authorize the charge of five cents for a single mile or fraction thereof. On the contrary it specifically provides that three cents shall be charged for a mile or fraction thereof; there are certain exceptions made, but they do not cover your case.

By the Board.

### XIII.

#### Commutation Rates.

#### NORTHERN RAILROAD COMPANY OF NEW JERSEY.

##### *Notice to commuters :*

On and after January 1, 1892, commutation tickets will be issued subject to the following rules and regulations:

I. Commutation tickets are not transferable and will be valid when presented by the person named thereon for sixty rides during the calendar month and between the stations named, and must be presented to the conductor each trip.

II. If offered by any other person it will be forfeited and taken up by the conductor.

III. The ticket is good for continuous passage only, and on such trains as are scheduled to stop regularly at the stations named thereon, but the holder thereof may ride any number of times, not exceeding sixty, on any day or days within the calendar month.

IV. No return of any portion of the fare received for the ticket will be made in consequence of the inability of the holder to use the same within the calendar month for which it has been issued, except where the contract has been canceled by the company, owing to discontinuance of train service or some unforeseen cause.

V. No return of any portion of the fare received for the ticket will be made in case the holder loses the same, but a duplicate can be obtained on payment of *pro rata* per day for the unexpired period.

VI. No return of any portion of the fare received for the ticket will be made in lieu of other passage money paid to agents or conductors for failure to produce the ticket to cover the ride in question.

Orders for commutation tickets may be left with station agents, who will have the tickets ready for delivery on the following day.

O. A. ROORBACH,

*November 23, 1891.*

*Secretary and Treasurer.*

NEW YORK CITY, *December 17, 1891.*

*New York State Railway Commissioners, Albany, N. Y.:*

GENTLEMEN.—I am a commuter on the Northern Railroad of New Jersey, between New York City and Piedmont-on-Hudson, N. Y. I have received a notice, a copy of which is enclosed herewith, in which I am informed that if I lose my commutation ticket I shall be obliged to pay for a duplicate ticket *pro rata* for the unexpired period. These tickets are sold for one month and entitle the commuter to sixty rides. If it should happen, therefore, that I was unfortunate enough to lose my ticket on the second or third day of the month I would be obliged to pay twice the usual commutation rates for that month.

This circular also says that in the event of my failure to have the ticket in my possession at any time, the conductor shall collect a fare from me, the amount of which collection will not be returned to me at the end of the month.

I recognize the right of the railroad company to make such rules in regard to its tickets as are reasonable, and if the distance between the stations mentioned above was shorter, and the commutation ticket less expensive, I should not feel that the railroad company was unreasonable, but where the distances are so great and where each railroad conductor knows very well all the commuters on his train, it seems as if the rules of the railroad company were unreasonable, and, therefore, contrary to the spirit of the law.

I write this to ask your office if the railroad company in question is supported by the law or by decisions of your honorable body in making such rules, and whether, in your opinion, the commuters have any rights in the premises which these rules violate? In short, is there any limit to the rules which a railroad company may make in selling commutation tickets over its road?

Up to this time the Northern Railroad of New Jersey has recognized the right of its commuters to a return of the fare at the end of the month whenever a commuter has left his ticket at home; and it has also issued a duplicate ticket whenever its commuters had been unfortunate enough to lose theirs; subject, however, to a payment on the part of the commuter of his fare for a sufficient length of time to allow them to notify the conductors of the loss of the ticket.

Will you kindly give me the views of your Commission on the subject, and let me know whether an appeal may be had from these rules to yourselves?

Awaiting the courtesy of a reply, I remain

Very truly yours,

OSCAR H. ROGERS, M. D.

ALBANY, N. Y., *December 24, 1891.*

OSCAR H. ROGERS, *Office New York Life Insurance Co., 346 Broadway, New York city:*

SIR.—Your communication of the seventeenth instant, in reference to commutation tickets on the Northern Railroad of New Jersey, between New York city and Peidmont-on-Hudson, is received.



The journey you describe would, in every case, come under the head of interstate commerce, and is, therefore, not within the jurisdiction of the Board. It is, however, within the jurisdiction of the Interstate Commerce Commission at Washington.

The Board may say, however, that there is no law providing for the issuance of commutation tickets at reduced rates by railroad companies. The issuance of such commutation tickets is voluntary with the railroad companies, and it can be presumed, therefore, that they can attach such regulations or rules to them as they may deem proper.

By the Board.

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#### XIV.

##### Rates for Carriage of Milk.

WILLINK, N. Y., *December 23, 1891.*

*Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—All railroads leading into Buffalo are carrying milk at the uniform price of one and one-half cents per gallon, any distance from five to 100 miles along their lines.

Have the producers upon the high-priced lands near the city any chance to legally procure a lower rate of freight than those upon the cheaper lands much farther from the market?

Respectfully,

CALEB F. BROWN.

ALBANY, N. Y., *December 29, 1891.*

CALEB F. BROWN, *Willink, Erie County, N. Y.:*

SIR.—The practice of uniform rates for the transportation of milk into all the large cities of this State is general. The Board believes the same practice obtains in other States in this country as well as abroad. The reason is that the milk service is a special service, and that the method of rates in practice has proven satisfactory.

By the Board.

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#### XV.

##### Railroad Crossings by Bridge.

JAMESTOWN, N. Y., *January 7, 1892.*

*To the Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—By the Laws of 1890, section 11 of chapter 565, it is provided as follows:

“No railroad corporation shall erect any bridge or other obstruction across, in or over any stream or lake navigated by steam or sail-boats at the place where it may be proposed to be erected, nor shall it construct its road in, upon or across any street of any city without the assent of the corporation of such city, nor across, upon or along any high-

way in any town or street in any incorporated village without the order of the Supreme Court of the district in which such highway or street is situated, made at Special Term thereof, after at least ten days written notice of the intention to make application for such order shall have been given to the commissioners of highways of such town, or board of trustees of the village in which such highway or street is situated."

From the above, it will be seen that the order of the Supreme Court is required where the proposed road passes upon any highway of a "town" or street in any incorporated "village."

The object of this inquiry is to ascertain from this Board the construction of the above provisions in respect to highways in incorporated cities. Is it necessary to apply for an order of the court in case of laying tracks in, and using the highways or streets of a city for railway purposes?

Yours truly,

C. R. LOCKWOOD.

ALBANY, N. Y., *January 11, 1892.*

C. R. LOCKWOOD, Esq., *Jamestown, N. Y.:*

SIR.—Your communication of the seventh instant is received. Therein you quote a portion of section 11, chapter 565 of the Laws of 1890, and then state as follows:

"The object of this inquiry is to ascertain from this Board the construction of the above provision in respect to highways in incorporated cities. Is it necessary to apply for an order of the court in the case of laying tracks in and using the highway or streets of a city for railway purposes?"

Without going into an elaborate investigation or argument on the case, the Board has to state that it does not think that it is necessary to apply for an order of the court in the case of laying tracks in, and using highways and streets of an incorporated city for railroad purposes.

By the Board.

## XVI.

As to Section 101, Chapter 565.

BROOKLYN, N. Y., *January 9, 1892.*

*Board of Railroad Commissioners:*

GENTS.—Will you be kind enough to advise me whether in the matter of section 101, chapter 565, Laws of 1890, any action of the Board or of other parties is being taken toward having the Legislature re-insert the word "within the limits of any incorporated city or village" after the word "thereof," and oblige.

Yours,

E. J. GRANT.



ALBANY, *January* 11, 1892.

E. J. GRANT, ESQ., *No. 189 Montague street, Brooklyn, N. Y.:*

SIR.—The Board suggested to the revision commission that the words quoted by you should be re-inserted after the word “thereof,” and it is understood by the Board that in the new revision to be submitted to the Legislature of 1892, this has been done.

By the Board.

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## XVII.

### Lists of Stockholders, Where Filed.

BOSTON, *January* 13, 1892.

*Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—We desire very much to get a list of the stockholders of the Ogdensburg & Lake Champlain, of which we are the owners of 1,000 shares or more.

We desire to know if there is any place where such a list is on file, so that we may send and get a copy of the same.

If this list is not on file in Albany will you please tell us if the laws of your State require all companies in your State to allow any stockholders to see a list of all the stockholders of the road? An early reply will greatly oblige.

Yours truly,

R. L. DAY & CO.

ALBANY, *January* 15, 1892.

MESSRS. R. L. DAY & CO., *Boston, Mass.:*

GENTLEMEN.—Your letter of January thirteenth, asking if there is any place where a list of the stockholders of the Ogdensburg & Lake Champlain Railroad is on file, is received.

There is no such list on file in this office. Chapter 564 of the Laws of the State of New York for 1890, provides in section 29 (which section applies to railroads as well as other stock corporations) as follows: Section 29. “Books to be kept.—The directors of every stock corporation shall keep at its principal office or place of business correct books of account of all its business and transactions; and shall cause its treasurer or secretary to keep a book containing the names, alphabetically arranged, of all persons who are, or within six years have been, stockholders of the corporation, showing their place of residence, the number of shares of stock held by them respectively, the time when they respectively became the owners thereof, and the amount actually paid thereon; which books shall daily, during business hours, be open for the inspection of stockholders and creditors of the corporation, and their personal representatives at such principal business office; and every such stockholder, creditor or representative may make extracts from such books; and no transfer of stock shall be valid as against the corporation, its stockholders and creditors for any purpose, except to render the transferee liable for the debts of the corporation according

to the provisions of this chapter, until it shall have been entered in such books as required by this section, by an entry showing from and to whom transferred. Such latter book shall be presumptive evidence of the facts therein so stated in favor of the plaintiff, in any action or proceeding against such corporation or any of its officers, directors or stockholders. Every corporation that shall neglect or refuse to keep or cause to be kept such books, or to keep them open for inspection as herein required, shall forfeit to the people the sum of fifty dollars for every day it shall so neglect or refuse. If any officer or agent of any such corporation shall neglect or refuse to make any proper entry in such book or books, or shall neglect or refuse to exhibit the same, or allow them to be inspected and extracts taken therefrom as provided in this section, the corporation and such officer and agent shall forfeit and pay to the party injured a penalty of fifty dollars for every such neglect or refusal, and all damages to him resulting therefrom.

By the Board. \_\_\_\_\_

### XVIII.

#### Height of Overhead Bridges.

NIAGARA FALLS, *January*, 28, 1892.

*Board of Railroad Commissioners:*

GENTLEMEN.—Will you kindly inform me what the proper elevation is, in the clear, for an overhead crossing from top of rail; also if there is any law as to the grade of approach?

Yours respectfully,

D. WHITNEY.

ALBANY, N. Y., *February* 2, 1892.

D. WHITNEY, 135 *Buffalo St.*, *Niagara Falls*, N. Y.:

SIR.—There is no law fixing the proper elevation of overhead crossings. The Board has recommended that the height should not be less than twenty feet, and this recommendation is being quite generally observed by railroads in new construction.

By the Board.

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### XIX.

#### As to Abandonment of Roads.

ADDISON, N. Y., *February* 1, 1892.

W. C. HUDSON, *Secretary Board of Railroad Commissioners:*

DEAR SIR.—It is very evident that the Bradford, Eldred & Cuba Railroad cannot be made to pay its operating expenses and be maintained. Now I wish you to give the following information:

Supposing the court should order the receiver to sell the property, and the same be purchased by an individual, would this individual



have a right to abandon the road and dispose of the rail, equipment, etc.? Would there be a necessity of any consent being given the purchaser by the Railroad Commissioners, or any legal authority? Kindly advise me in regard to this matter.

Yours respectfully,

FRANK M. BAKER.

*Agent for Receiver.*

ALBANY, N. Y., *February* 15, 1892.

FRANK M. BAKER, ESQ., *Agent for Receiver, Addison, N. Y.:*

SIR.—The Board of Railroad Commissioners has no authority under any existing law, to grant consent of sale, under the conditions you set forth in your letter of February 1, 1892. The Board can not give any advice as to what an individual becoming possessed of railroad property under a sale ordered by the court may do. So far as it is informed, it would seem that no law prohibits him from abandonment.

By the Board.

## XX.

### Through Rates From the West.

BUFFALO, *March* 3, 1892.

*To the Board of Railroad Commissioners of the State of New York:*

HONORABLE SIRS.—The Buffalo Lumber Exchange and the Tonawanda Lumbermen's Association have appointed committees to inquire carefully into the system of the issuing of through rates of freight by the different railway companies from western points to the eastern markets, with a view to having the system corrected. These rates are less than the rates from said western points to Buffalo and Tonawanda to the same eastern markets when added together, from one to six and one-half cents per hundred pounds, and said through rates are, therefore, very injurious to our lumber interests.

We understand that your Commission has given this matter careful consideration and has also adopted a resolution recommending a readjustment of the through rates. Will you kindly give us all the information you can bearing upon this very important matter, so we can take it up and discuss it fully with the agents of the different railways at an early date, and oblige

Yours very truly,

MILLARD S. BURNS,

*For the Buffalo Lumber Exchange.*

JOHN W. ROBINSON,

*For the Tonawanda Lumber Association.*

ALBANY, N. Y., *March 7, 1892.*

MILLARD S. BURNS, Esq., *Buffalo Lumber Exchange, Buffalo, N. Y.:*

SIR.—Your letter of March 3, 1892, signed also by John W. Robinson for the Tonawanda Lumber Association, has been received.

In 1889 the Buffalo Merchants' Exchange made a complaint of discrimination in freight rates against the railroads centering in Buffalo. After a careful examination and hearing in Buffalo, which occurred on the 16th day of April, 1889, and at which merchants of Buffalo and representatives of the railroads were heard, the Board reached its conclusions and recommendations in the matter, which were printed. With this mail is transmitted to you a dozen copies of their decision.

The Board believes that the principles involved in this complaint are the same as presented by you, and that in its decision it has traversed the whole matter. Any further information that the Board can give you it will be pleased to do so upon further application.

By the Board.

## XXI.

### Accommodations by Connecting Lines.

NEW YORK, *April 15, 1892.*

*Board of Railroad Commissioners:*

GENTLEMEN.—Section 35 of the General Railroad Law (chapter 565, Laws of 1890) treats of the duties of railroads in this State toward competing connecting lines and provides that they shall “fairly and impartially afford equal terms of accommodation, privileges and facilities” to such lines. Can you kindly put us on the track of any State decisions involving the construction of that section or any recommendations by the Railroad Commissioners based upon it? Our purpose particularly is to find out (1) whether that has been construed to compel the giving of through rates to a connecting line where they have already been granted to another such line, and (2) to what extent has the Board been able successfully to compel an unwilling road to grant facilities where they involved a supervision of the practical management of the road. That is, if a railroad has delayed, side-tracked or otherwise mismanaged freight in order to inconvenience shippers or a connecting road, has the Board been able to prevent it? If you could furnish us with the whereabouts of such information, at your early convenience, you would greatly oblige us.

Yours very truly,

ROOT & CLARK.

REPLY OF BOARD.

ALBANY, N. Y., *April 21, 1892.*

MESSRS. ROOT & CLARK, 32 *Nassau Street, New York City:*

GENTLEMEN.—In reply to your letter of April fifteenth, I am instructed by the Board to say that section 35, chapter 565, Laws of 1890, is a substitute for the provisions theretofore embraced in section 1 of chapter 222, Laws of 1847. The last mentioned act provides that



proprieters of connecting or intersecting roads aggrieved, could apply to the Governor for appointment of three commissioners to examine as to the alleged grievances and to prescribe regulations, etc., when approved by the Supreme Court, to be enforced by attachment, mandamus or otherwise.

Under this act, the Board of Railroad Commissioners, as such, had no jurisdiction. Chapter 565 of the Laws of 1890, however, gave this Board power to act in the premises. Though the act went into effect on May 1, 1891, no case involving the question raised by you has come before the Board. The provisions of section 35 would seem to be ample to compel the enforcement of any regulation the Board might prescribe in such case.

By the Board.

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## XXII.

### Annual and Quarterly Reports.

TONAWANDA, N. Y., *May 2, 1892.*

WILLIAM C. HUDSON, *Secretary Board of Railroad Commissioners:*

SIR.—Will you be kind enough to inform me if we cannot have an extension of time in which to make our first quarterly report, as our road has been partly in course of construction during the quarter ending March 31, 1892. Would there be any penalty attached if we should fail to make this first quarterly report, and make a full report June thirtieth, the close of the fiscal year. We commenced operations January 1, 1892. By advising us in this matter at your earliest convenience you will greatly oblige.

Yours, etc.,

PETER McNEIL,

*President.*

Per WM. J. VOORHEES,

*Superintendent.*

N. B.—Will you please send us the necessary blanks on which to make our report.

W. J. V.

### REPLY OF BOARD.

ALBANY, N. Y., *May 4, 1892.*

PETER McNEIL, ESQ., *President Tonawanda Electric Railroad Company, Tonawanda, N. Y.:*

SIR.—Section 57, chapter 565 of the Laws of 1890, provides, that in case of failure of a company to file its report as provided by law and the rules of the Board, the company shall be liable to a penalty of \$250, and an additional penalty of twenty five dollars for each day of neglect. The Board has in the past for good reasons extended the time for filing the quarterly report. It does not require that a quarterly report should be filed until six weeks after the expiration of the quarter for which the

report is to be made; therefore your report for the quarter ending March thirty-first is not due in this office until on or about May fifteenth. In your letter of date of May second you do not set forth sufficient reasons to justify the Board in extending the time of your quarterly report.

As to your annual report, it is not due in this Board until the first day of September. It would seem that you had ample time in which to make that report for the months of your operation.

By the Board.

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## XXIII.

## Stoppage of Street Cars.

JAMESTOWN, N. Y., *May 15, 1892.*

*Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—Has a street railway company the right to establish its stopping places along its route, for public convenience in getting on and off the cars? Unless this be so the company must stop at any place a passenger desires. It would seem that a regulation in this respect would be best for company and public.

Yours, etc.,

C. R. LOCKWOOD.

ANSWER.

ALBANY, *May 20, 1892.*

C. R. LOCKWOOD, *Jamestown, N. Y.:*

SIR.—It would seem that the railroad companies have the right to stop where they choose, subject to municipal regulation.

By the Board.

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## XXIV.

## As to Electricity as a Motive Power.

HORNELLVILLE, N. Y., *June 14, 1892.*

WM. C. HUDSON, *Secretary of the Board of Railroad Commissioners, Albany, N. Y.:*

DEAR SIR.—May I inquire how your Board interprets section 100 of the railroad laws.

Is it necessary for a new company to get a permit from your Board before it can use electricity as a motive power on a street surface road? A reply will greatly oblige.

Sincerely yours,

MILO M. ACKER.

ALBANY, N. Y., *June 28, 1892.*

MILO M. ACKER, *Hornellsville, N. Y.:*

DEAR SIR.—Reply to your communication of the sixteenth instant has been delayed for the reason that the several members of the Board, upon its adjournment made June fourteenth to July fifth, left the city



and no one here had authority to speak with positiveness as to position taken by the Board on the question you raise in your letter and refer to.

I am now, however, directed to advise you that the Board holds that under section 100 of the railroad law, as it now stands, its consent must first be obtained before any street railroad company can use electricity as a motive power regardless of when the said company was organized, or the terms set forth in its articles of association.

By the Board.

## XXV.

### As to Center-bearing Rails.

GLOVERSVILLE, N. Y., *June 14, 1892.*

*The Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—On the ninth day of May your Board made an order amending your order of April eleven permitting the Johnstown, Gloversville and Kingsboro Horse Railroad Company to change its motive power from horses to electricity.

Your order does not specify what kind of rails should be used. The railroad law, as amended by chapter 676 of 1892, which took effect June seventh instant, prohibits any railroad corporation laying down in any city any kind of “center-bearing” rail. This company is now engaged in putting down its tracks and we expect they will, in the course of a week, reach the city limits. They are using the common T rail employed by steam railroads and are building their tracks in all respects like a steam railroad track with cross ties and T rails spiked thereon. It seems to me to be a very objectionable track to be laid down in the streets of our city, and it no doubt is, but the company claims that the T rail is not a “center-bearing” rail, and therefore not within the prohibitions of the law of last winter.

Will you kindly give me your view of this matter?

Is the T rail a “center-bearing” rail within the prohibitions of section 109 of article 4 of the railroad law (chapter 565, Laws of 1890) as amended by chapter 676, of the Laws of 1892? An early reply will greatly oblige,

Yours, etc.,

EDGAR A. SPENCER,

*City Attorney.*

## XXVII.

### As to Spark Arrester.

PORT HENRY, N. Y., *June 22, 1892.*

W. C. HUDSON, *Secretary Board of Railroad Commissioners, Albany, N. Y.:*

DEAR SIR.—We use in the smoke stack of our locomotives, wire spark arresters, grate form  $\frac{3}{16}$  mesh, the same as the “D. & H.” Does this comply with the law? In our cattle guards we use timber

slats for covering, triangular shaped, sharp edge up. Does this comply with the requirements? Please send us your printed instructions as to these and other such matters.

Respectfully yours,

E. B. HEDDING,  
*Superintendent.*

ALBANY, N. Y., *July 5, 1892.*

E. B. HEDDING, ESQ., *Superintendent Lake Champlain & Moriah  
Railroad Company:*

SIR.—Replying to your letter of June twenty-second, I can say that the use on your part, in your smoke stacks, of wire spark arresters of  $\frac{3}{16}$  of an inch mesh is in compliance with the law. As a matter of fact the law does not designate what size of mesh shall be employed.

As to cattle guards, section 32 of chapter 565 of the Laws of 1890, says: "Every railroad corporation shall construct where not already done and hereafter maintain cattle guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs from going upon its railroad." You will perceive that the law only provides that a cattle guard of some kind shall be constructed and maintained, and, therefore, great liberty of action in the matter is given to the corporation. The diagram which you present is the form which stands in the highest approval by railroad operators and one which the Board is inclined to approve above all others.

By the Board.



# ACCIDENTS.

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## I.

IN THE MATTER OF AN ACCIDENT AT CROOK'S CROSSING OF THE  
STATEN ISLAND RAPID TRANSIT RAILWAY ON OCTOBER 6, 1891,  
RESULTING IN THE DEATH OF THREE PERSONS AND SERIOUS INJURY  
TO ONE.

Albany, November 16, 1891.

An examination of the premises was made by a member of the Board October twenty-three. It appears that Crook's crossing is about half a mile west of Gifford, a station of the Rapid Transit line; that on October sixth at 8.10 A. M. a covered butcher's wagon in which were John Jones, Mrs. Edward and infant daughter and Antonio Branten, while passing over this crossing, was struck by passenger train No. 4, by which John Jones, Mrs. Edward and infant daughter were instantly killed and Antonio Branten seriously injured.

At this point the highway passes over the railway track at an acute angle and between the two, on the westerly side, the angle is filled in with a thick growth of trees. The railroad curves sharply a short distance beyond the crossing, and the only positive warning for persons passing south would be the locomotive whistle. On the opposite side of the track is an embankment that obstructs the view of approaching trains from persons going north until about fifty feet from the track.

At this examination Superintendent Gannon stated that the matter of placing electric bells at unprotected crossings had been under consideration for several months previous to this accident. His attention was called to the embankment, with the suggestion that the cut be widened at this point; also, to the advisability of cutting down the trees growing in the angle near the crossing. The first proposition was deemed practicable. As to the second, no assurance could be given, from the fact that the woods did not belong to the Staten Island Rapid Transit Company.

This line is about twenty-one miles in length. It has about fifty grade crossings, twenty-five of which are protected by gates or flagmen. The number of grade crossings, it will be seen, is large when compared with the length of the road.

It is believed that if the bank at this crossing was cut down, the increased width of road would enable persons crossing to obtain a view of approaching trains a much longer distance off than at present. Some arrangement should be made with the owner as to cutting down the trees in the angle on the west side. In addition to these changes, an electric bell should be erected and put in operation at this crossing and at other crossings where the view of approaching trains is less than one quarter of a mile.

## RECOMMENDATIONS.

The Board recommends that the embankment on the west side be cut down; that the Staten Island Rapid Transit Railway Company confer with the owners of the woods in the angle on the east side, with the view of obtaining the right to cut down these trees adjoining its line which now obstruct the view of a south-bound train; that an electric bell be erected and placed in operation at this crossing, and at all other unprotected crossings on the line of this railroad where there is not a clear view of at least one quarter of a mile.

By the Board.

## II.

IN THE MATTER OF AN ACCIDENT ONE-QUARTER OF A MILE WEST OF ADRIAN, A STATION ON THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD, AT 12.50 P. M., NOVEMBER 11, 1891, BY WHICH ONE PERSON WAS INSTANTLY KILLED, ONE DIED NOVEMBER TWENTY-SECOND, FROM INJURIES RECEIVED, AND SEVENTEEN PASSENGERS, ONE POSTAL CLERK, ONE NEWSBOY, AND TWO EMPLOYES WERE SERIOUSLY INJURED.

Albany, December 7, 1891.

An investigation as to the probable cause of this disaster was made by a member of the Board at Elmira, December fourth, at which were present Superintendent Maguire, Colonel Johnson, general roadmaster; division roadmaster Van Frank, supervisor Randolph and master mechanics Ransom and Lavery. A map of the locality, showing the position of the wrecked train, drawn to a scale, was submitted.

It appears that on November eleventh, at 12.50 P. M., passenger train No. 8, consisting of locomotive No. 328, one postal car, one combination baggage and smoking car, one day coach, one dining car, one parlor car and three sleeping cars, in charge of C. P. Collins, conductor, and James Stickney, engineer, when at a point one-quarter of a mile west of Adrian, running at a speed of fifty miles an hour, was derailed by the forward truck of the locomotive leaving the track; the derailed truck ran 238 feet close to the rail, when the driving wheels also left the rail and ran for 178 feet eastward off of the rails. From this point to where the engine was found, about 100 feet, the ties were bunched and the rails were displaced. When stopped the locomotive was nearly at right angles with the eastbound track, as were the combination car and day coach; the postal car was thrown across the west bound track, the dining car was at an acute angle over all the tracks, the parlor car was nearly in line with both trucks off, the forward truck of the first sleeper was derailed, the two rear sleepers remained on the track. James Stickney, engineer, was killed instantly; James Baird, fireman, died eleven days afterward from injuries received. The following passengers were injured: C. W. Taylor, Brighton, Pa.; Isidore Schalmaz, Austrian; Mrs. C. R. Hulbert, Canaseraga, N. Y.; Mrs. N. E. Bennett, Canaseraga, N. Y.; George Wintz, New York city; H. C. Brower, Newark, N. J.; Rev. C. H. St. John, Beloit, Kan.; George H. Brown, Hinsdale, N. Y.; Mrs. C. Kettle, Jersey City, N. J.; E. Cook, Owego,



N. Y.; Spencer Bostwick, Sayre, Pa.; Mrs. Scheur, New York city; Joseph Nelson, Sommerville, Mass.; William C. Wait, Elkhart, Ind.; John E. Schofield, Rochester, N. Y.; Fred. Allen, Trenton, N. J.; S. Holzman, Cincinnati, O.; Willis Mercerau, postal clerk; W. J. Cotterall, news agent; James P. Herrick, and R. W. Headley, brakemen, were slightly injured.

The first evidence of derailment was seen on the ties sixteen feet east of opening No. 86; leading to this was the mark of a flange on the top of the right or outside rail, commencing at a point about two feet east of the culvert; at the latter point the outside rail for a distance of eight inches was covered with portions of crushed stone, and at this point were found several pieces of broken stone, and shells or butternuts. The track at this point was examined soon after the accident and was found to be in perfect condition, with eighty pounds steel rail, ties closely spaced and in good life, and recently ballasted. This portion of the track was guaged soon after the accident and found in perfect condition. These statements are verified by the officials who were at the scene of the accident soon after its occurrence. The curvature of alignment at the point of derailment is two degrees, elevation two and one-half inches.

The statements of Superintendent Maguire, Division Roadmaster Van Frank and M. M. Lavery were positive as to the mark of flange on top of rail from a point two feet east of the culvert to a point sixteen feet east, where the mark ceased and was found on the ties. The statements of Superintendent Knibloc and Master Mechanic Ransom were positive as to the perfect condition of track guage, because the test was made by their direction and under their supervision.

No. 328 was a first-class passenger engine; its forward truck wheels were the "Page," with steel tires, and had run but 8,975 miles. A careful examination of the forward truck and all other parts of the engine and tender was made by Master Mechanics Ransom and Lavery and nothing was found that in their judgment was in fault.

The evidence of the officials of the road who were present soon after this accident is conclusive that at the point where the first evidence of derailment was observed and for some considerable distance eastward the track was in perfect condition; that the forward truck wheels, driving wheels and tender trucks were in good order, with the single exception that a small portion of the flange of the left back wheel of the engine truck was broken off.

From the statement of facts that this accident occurred on a two-degree curve while the train was running at a speed of fifty miles an hour; that a careful examination of the locomotive fails to find any defect; that where the first evidence of the flang mounting the rail is seen there is also observed the dust and portions of broken stone, it is believed that some person or persons had been using these stones to crack butternuts on the rail, and either by carelessness or design left the stones on the rail; that this train, at a rapid rate of speed, struck these obstructions on the elevated rail of curve and that the shock raised the forward wheel on the right side of the engine truck sufficiently for the flange to ride the rail the distance indicated in the testimony.

The rapid increase of population along the lines of many railroads and the condition of such railroads as to the convenience of travel on foot, leads to the fact that many idle and vicious persons are constantly trespassing thereon. The statute governing trespass should be strictly observed and enforced. If this were done there is no doubt that the percentage of deaths and injuries from railroad accidents would be very materially decreased.

By the Board.

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### III.

IN THE MATTER OF THE ACCIDENT ON THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD BETWEEN HASTINGS AND DOBBS FERRY, DECEMBER 24, 1891, AT 8.40 P. M., RESULTING IN THE DEATH OR FATAL INJURY OF THIRTEEN PERSONS AND THE MORE OR LESS SERIOUS INJURY OF FIVE OTHERS.

January 4, 1892.

The facts and circumstances attending this accident, as developed by testimony taken before a coroner's jury, the Board of Railroad Commissioners and by an investigation by a commissioner, were as follows:

It appears that about 6 p. m. a south-bound freight train in charge of James J. Ryan, conductor, and M. J. Murphy, engineer, passed Sing Sing station. A portion of this train, consisting of fifteen cars, had broken off from the main train about a mile and a quarter north of the station. At 6.16 p. m. a Croton local bound south was due. It was eighteen minutes late on arrival at Sing Sing, owing to the fact that it had pushed the detached cars of the freight train on to the Swamp siding about one mile north of Sing Sing. The conductor of the freight train, James J. Ryan, remained with the detached portion. The Croton local then proceeded to the station, received its passengers and started south. When near the middle of the prison tunnel, a short distance south, it came into collision with the forward part of the freight train, which was backing toward the station. It is stated that there were no lights on the rear car of the freight train nor any one to protect it. No information was given to the passenger trainmen of any obstruction ahead. The collision between the passenger train and the freight train was of sufficient violence to obstruct both tracks. The north-bound track was clear about 8.45 p. m.

From this statement it is evident that the engineer of the freight train, M. J. Murphy, was grossly careless in backing north on the south-bound track, more especially when he knew that a passenger train was overdue, without having his train in every respect safely protected. His conduct was in direct violation of specific rules of the company.

The information of this obstruction on the road was sent to the Grand Central station and received by Augustus Ossman, the train dispatcher. It appears that the superintendent had gone home and Ossman was left practically in charge of the movement of trains on this division of the railroad. He immediately telegraphed to the operator at Dobbs Ferry to hold all north-bound trains. He then ordered out the wrecking crew and telegraphed to Mr. McCoy, the superin-



tendent, of the obstruction. It appears, however, that he did not inform the station master in charge of the Grand Central depot, Walter Williams, of the obstruction until after 7 o'clock. The station-master, among whose duties it is to start trains, continued sending out the trains in their regular order until 8 P. M., with the exception of a Croton local, which was scheduled to leave at 7.35 P. M., but was held until after 8 o'clock.

The first train held at Dobbs Ferry was No. 89, the Croton local, which had left New York 5.40 P. M. There followed this train then consequently No. 5, leaving New York at 6.00 P. M.; No. 91 leaving at 6.10 P. M.; No. 29 leaving at 6.25 P. M.; No. 93 leaving at 6.40 P. M., and No. 45, the Niagara Express, leaving at 7.30 P. M. Each train, it appears, was stopped by the rear brakeman of the preceding train. When No. 45, the Niagara Falls Express, had come to a stop at about 8.15 P. M. at a point about one mile north of Hastings, Conductor George Wilkins sent Albert Herrick, the rear brakeman, to stop the succeeding train. The testimony shows that Herrick reached Hastings station somewhere about 8.30 to 8.35 P. M.; that he conversed with Charles Delanoy, the station agent; that Delanoy did not inquire why Herrick was there or take any precautions to prevent trains passing Hastings; that Herrick then set his lamps upon the platform and went into the station and continued his conversation with Delanoy and other persons. While Herrick was in the station the St. Louis Express, leaving New York at 8 o'clock, passed the station at a high rate of speed and collided with the rear of the Niagara Falls Express, entirely destroying the sleeping-car Gibraltar and killing and fatally injuring thirteen persons and more or less severely injuring five others.

Herrick has not been examined, having concealed himself since the disaster; but it is generally reported that he failed to flag the St. Louis Express, because he supposed that the Croton local which should have left New York at 7.35 P. M. would precede the St. Louis Express and stop at Hastings station on its regular schedule time. Assuming that Herrick will make this excuse, the Board has to say that it only slightly, if at all, mitigates his failure to signal the train. Under such circumstances as existed, it was Herrick's duty, under the rules of the company, to put torpedoes on the track and to signal any train that might have come along. There might have been a light engine or some other working train coming, and there was no justification for his going into the station.

It appears from the testimony that the Croton local, No. 95, which was to have followed the Niagara Falls Express five minutes thereafter, at 7.35 P. M., was held back until after the departure of the St. Louis Express, for the reason that the south-bound train, which was made up of the cars that were ordinarily used again to make up the local, was late, and that a new train had to be made up. Superintendent McCoy had given the station agent, Walter Williams, orders to make up a new train, but the notice had been so short that he had been unable to do it within the time given.

It also appears from the testimony that the dispatcher Ossman did not know that this Croton local had not left on time; that there had been no communication to that effect between him (Ossman) and Williams, the station agent. All these trains went out without any warning that an unusual state of facts existed.



It also appears that Ossman gave no notice to the station agent at Hastings that there was a block at Sing Sing and that trains had been held at Dobbs Ferry.

The operating department of the railroad company exempts Ossman from blame for the reason that the rules of the company did not require him to take any precautions other than he did. They say that the system of operating the road is what is known as the "open road" system. That is to say, each train runs on its own responsibility guided by general rules applicable at all times. It was stated to the Board that the train dispatcher's office had been established in recent years at the Grand Central station as an additional precaution — more especially for use in case of a blockade of one track when trains would have to be run in opposite directions on a single track. That while it was the general rule to get the time of trains passing certain stations it was by no means invariable. That the telegraphic facilities were very limited and that it was not always possible to get such time. That it was not considered necessary to do so, as the general rules were regarded as sufficient for the safe running of trains.

The recent collision on the railroad, and particularly the one under consideration, demonstrate that the general system was not sufficient to secure the safe running of trains. If the train dispatcher's office was established as an additional precaution why was this not an emergency to bring it into use? The Board is of the opinion that Ossman should have informed Williams, the station agent, immediately that trains were being held at Dobbs Ferry so that he could have given notice to engineers to be on the look-out, and that after Ossman did give such information Williams should have notified engineers, whether there were any rules to that effect or not. Such a course prudent men would have taken.

From the above statement of facts it is seen that no manner of protecting the rear of a train on this portion of the Hudson River Road existed, except the sending out of the rear brakeman.

In its report, dated November 12, 1889, in the matter of an accident on the New York Central Railroad near Sprakers station, the Board recommended that the company should take into consideration the subject of equipping the entire line with block signals, and particularly that portion between Spuyten Duyvil and Croton (the portion below Spuyten Duyvil being already equipped), and submit to the Board of Railroad Commissioners an estimate of the cost thereof, and of the practicability of the same, so as not to interfere with the punctuality of the service, particularly of local trains.

An answer was received from the railroad company saying that it had taken into consideration the subject of equipping the entire line with block signals. The work was not begun as soon as the Board understood it would be. It appears, however, by a letter from Mr. Depew in response to a communication from the Board, that in September last, after consultation with the third vice-president, he directed the Sykes signal to be extended from Spuyten Duyvil to Yonkers; that in October the executive committee authorized the extension of the signal from Yonkers to Oscawanna; that in December, and before this accident, the executive committee further directed that the system should be extended from Peekskill to Poughkeepsie; that con-



tracts had been let to the Johnson Railroad Signal Company for the Sykes signal system from Yonkers to Oscawanna, the blocks being on an average one and one-eighth mile apart; that from Oscawanna to Peekskill the company are using and testing the Hall signal system, the blocks being 3,000 feet apart; that contracts have been let for equipping the road from Peekskill to Poughkeepsie with the Sykes system, the blocks averaging two and a quarter miles apart; that the company are taking bids for equipping the road from Peekskill to Albany with the Sykes system, the specifications calling for forty blocks in a distance of sixty-nine miles; that the company expects the work to be completed as far as Peekskill within six weeks, the work between Albany and Peekskill to be completed as rapidly as the work can be performed; that the company has concluded to extend the system over the line from Albany to Buffalo; that it has not been determined what system it is best to put in between Albany and Buffalo, but that it is considering the merits of the Sykes, the Westinghouse pneumatic, the Hall, and the one that is in use on the Boston and Albany Railroad.

It may be said in this connection that the objection heretofore to equipping this railroad and others in the State with the absolute block system is that the traffic is likely to be seriously delayed, unless the blocks are very close together, under which circumstances the expense of operation is very great. If a train should break down in a block near New York, for instance, there would soon be a train in every subsequent block, and traffic, therefore, along the whole line would be suspended until the break down in the first block should be removed. Whereas, if there were no block system, and trains went on under cautionary signals, the trains would be gathered near the end of the route, and all go on substantially together, and the last trains, under such circumstances, would be delayed much less than if held at the upper end of the road. On some railroads what is termed permissive blocks are used. That is to say, in such a case as is supposed here, trains are permitted to move under cautionary signals at a low rate of speed. It is claimed, however, that under such circumstances the speed allowed is likely to be exceeded, and that rear collisions constantly occur, which claim is apparently sustained by the published figures. There appears to be no reason why rules limiting the speed to a safe rate should not be enforced. In view of the frequency of rear collisions of late there can be no question that too high a price is paid for the prompt movement of traffic. It is better that such traffic should be delayed than that these accidents should occur. The N. Y. C. & H. R. R. Co., however, proposes to put the *absolute block* stations so close together that it is believed the delay in traffic, if it occurs at all, will not cause serious inconvenience.

#### CONCLUSIONS AND RECOMMENDATIONS.

*First.* The Board finds that the immediate cause of this accident was the criminal failure of Albert Herrick to signal the St. Louis Express.

*Second.* That Augustus Ossman, the train dispatcher, failed to exercise reasonable caution in not notifying Station Master Williams at the Grand Central Depot immediately that trains were held at Dobbs Ferry, so that he (Williams) could notify engineers and conductors to be on the lookout.



*Third.* The Board finds that Station Master Willaims failed to exercise reasonable caution in not notifying engineers of departing trains that trains were held at Dobbs Ferry after his notification of that fact by Ossman.

*Fourth.* The Board finds that Charles Delanoy, station agent at Hastings, was censurable for not inquiring of Herrick the cause of his (Herrick's) being at the station so that he (Delanoy) could take precautions to warn trains.

*Fifth.* The Board finds that M. J. Murphy, engineer of the freight train which backed up the track near Sing Sing, causing the original blockade, was guilty of gross carelessness.

*Sixth.* The Board finds that in consequence of the largely increased number and speed of trains on the New York Central and Hudson River road the "open road system" of operating is insufficient to secure the highest attainable degree of safety, and approves of the determination of the company to equip its tracks with the absolute block system, as hereinbefore set forth in the letter quoted from the president of the company, and also to interlock all switches on the main track with distant signals, and recommends that it prosecute the work with the utmost dispatch.

By the Board.

#### IV.

IN THE MATTER OF AN ACCIDENT AT MOTT HAVEN JUNCTION, NEW YORK CITY, ON THE HARLEM BRANCH OF THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, DECEMBER 2, 1891, RESULTING IN THE DEATH OF TWO EMPLOYEES WHO WERE WALKING ON THE TRACK, AND SLIGHT INJURY TO SEVERAL PASSENGERS AND EMPLOYEES.

Albany, January 18, 1891.

The facts and circumstances attending this accident, as developed by an investigation by the Board, are as follows:

On December second, at 5.28 P. M., as train No 173, a White Plains local on the Harlem branch of the N. Y. C. & H. R. R. R., was passing Mott Haven Junction, the rear truck of the rear car, No. 772, mounted the point of the switch leading to the Hudson River Railroad's tracks, and in consequence thereof the car was overturned. William Fleming, G. Lahr and Z. McKenna, who were walking along the side of the Harlem tracks, were struck by the coach and killed. The persons injured were in the overturned car.

Mr. William Buchanan, general superintendent of motive power of the N. Y. C. & H. R. R. R., states that the car truck and switch were carefully examined and found to be in good condition. This being the fact, an examination of all the parts of the pneumatic system of changing switches at this point was made, and it was found that two short connecting rods on the south end of the safety bar of the switch were broken. It is believed that the breaking of these rods allowed the point of the switch to open sufficiently to catch the flange of a wheel on the rear truck, thus causing the accident as above stated.

The Board recommends that these switches be subjected to frequent and careful inspection.

By the Board.



## V.

IN THE MATTER OF A REAR END COLLISION AT TARRYTOWN ON THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, DECEMBER 1, 1891, RESULTING IN SLIGHT INJURIES TO FIVE PERSONS.

Albany, January 18, 1892.

The facts and circumstances attending this accident as developed by an investigation by the Board are as follows:

On December first a Tarrytown local north-bound passenger train arrived at Tarrytown station, discharged its passengers and at 6.47 P. M. commenced to back from the north-bound track to the middle track south of the station to allow fast express train No. 5, north-bound, to pass; while in the act of backing it was struck side-wise by train No. 5, which is scheduled not to stop at this station, resulting in the injury of five passengers.

The agent at Tarrytown stated that the semaphore signal south of the station about three-quarters of a mile was at danger as was also the Hall automatic electric signal which is located about 400 feet south of the semaphore and in line with it. J. Donahoe, the engineer of train No. 5, states that all the signals approaching Irvington, the first station south of Tarrytown, and the signals approaching the latter place were clear; that going into Tarrytown he saw a train nearly opposite the station, but that all signals being clear he thought it was on the middle track; that he received no signal until he was about twenty car lengths distant and that he was then signalled from the train by a white lamp; that the speed of the train was about fifteen miles an hour when the accident occurred; that he sent his fireman back and he found the electric signal out.

The semaphore distant signal is about three-quarters of a mile south of Tarrytown and is operated by a lever located at a point a few feet south of the depot where the cross-over from the north-bound track to the middle track commences. The Hall automatic electric signal is 400 feet further south than the semaphore. The posts upon which these signals are placed are in line, the latter, however, is several feet higher.

As above stated, the agent at Tarrytown says that the distant signals were displayed at danger. Charles Hall, engineer, J. Decker, engineer, J. Donahoe, engineer of train No. 5, and his fireman, all positively state that the Hall signal light was out. Donahoe also says that the semaphore when he passed it was at "safety."

A careful inspection of the locality was made by a member of the Board, and it is believed from the statements of officials and employes that the Hall signal light was out and that the semaphore was not turned to danger until the local commenced to back on the middle track; it was then too late, for No. 5 had passed the signal.

This local train arrived at Tarrytown at 6.44; three minutes ahead of the express, and there appears to be no excuse for not setting the semaphore signal at danger when the local arrived, more especially as a fast express that was not scheduled to stop was due in a few minutes.

It appears, therefore, that the person in charge of the semaphore signal was grossly negligent in not setting it at danger as soon as the local arrived at the station.

By the Board.



## VI.

IN THE MATTER OF A REAR COLLISION ABOUT ONE AND A HALF MILES EAST OF CANASTOTA ON THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, NOVEMBER 22, 1891, AT 9.05 P. M., BY WHICH TWO EMPLOYEES WERE INJURED AND TWO UNKNOWN PERSONS RIDING ON THE PLATFORMS OF EXPRESS CARS KILLED.

Albany, February 23, 1892.

The facts in regard to this collision are substantially as follows:

On November 22, 1891, an east-bound freight train of fifty cars in charge of Leonard Thornton, conductor, left De Witt at 6.05 p. m. It arrived at Canastota at 7.05, and there received orders to cross over to passenger track No. 1 and go to Rome ahead of express train No. 32, due at Canastota at 8.54 p. m. It left Canastota on track No. 1 at 8.20, or thirty-four minutes ahead of the express train. At a point about one and one-half miles east of Canastota the freight train was stalled and was run into by the express train, resulting in the death of two persons, whose identity has not been learned, and serious injury to E. Baird, fireman, and slight injury to engineer Parks, of the passenger train. The locomotive and two forward express cars of the express train were destroyed by fire after the wreck, and in the debris were found the remains of portions of two bodies. From the fact that none of the trainmen were missing, it is believed that the bodies were those of persons who had jumped upon the platforms while the express train was running slowly through the streets of Syracuse.

Conductor Thornton of the freight train testified that before his train stopped he ordered the flagman, Brown, to go back and stop all trains; that he looked back several times while engaged in coupling up his train, which had broken in several parts, and saw his flagman back with a red light about half a mile; that he saw the red light swinging as the express train approached; that it then disappeared and that he heard two torpedoes explode about eighty rods from the rear of his train.

R. H. Honion, conductor of the express train, testified that his train consisted of nine express cars and one empty mail car, which was on the rear; that he passed Canastota at 9.03 and that about two minutes afterwards the collision occurred; that the locomotive and the two first express cars were destroyed by fire after the wreck; that a few moments after his train stopped he saw a man with two lanterns that were not burning at the rear of his train.

John Dingwall, trainman of train No. 32, testified that as soon as his train stopped he went back and that about the distance of two lengths of his train back he met a man running east who had two lanterns in which the lights were not burning.

John Myers, watchman at Canastota station, testified that the freight train passed forty-three minutes before the arrival of the express train at that station.

Thomas E. Park, engineer of the express train, testified that when about three quarters of a mile east of Canastota on a curve he saw a red and green light about five or six hundred feet ahead and that he made every effort to stop his train; that when about 300 feet from the caboose he saw a white light swung on track No. 2, and about the same moment heard torpedoes explode.



F. S. Bedelson, operator on the West Shore Railroad, testified that he was in a switch shanty at Canastota about ten or fifteen minutes before the express train passed there; that he saw a red light on what is called the Wampsville grade, below Canastota, four times, the last time being about seven minutes before the express train passed.

The rule of the company governing an emergency of this kind is, that the flagman shall go back immediately at least half a mile; that he shall carry torpedoes for use, in addition to his other signals. It appears from the testimony of the conductor of the freight train that an interval of thirty-five or forty minutes had elapsed from the stopping of his train until the collision occurred; this should have been ample time for the flagman to get back to Canastota and have the station employes stop the express train. It appears, however, that he did not get back more than 1,400 feet, and it is believed that several minutes before the express train arrived, his lights were out, and the first intimation that engineer Parks had, when he rounded the curve, that a train was on his track, was the tail-lights on the caboose of the freight train, and the white light he saw was the lantern of the conductor of the freight train who was on track No. 2.

Some conflict of testimony is apparent as to the distance the torpedoes were placed in rear of the freight train. Conductor Thornton testified that it was about eighty rods, engineer Parks, that it was about 300 feet, and the brakeman of the freight train, that it was but a few seconds from the time the torpedoes exploded until the collision occurred. The evidence, however, clearly substantiates the statement of engineer Parks.

It appears from the statements of employes that an unusually strong wind was blowing from the south and it was difficult to keep signals burning; this probably was the reason that the flagman's lamps were not burning. It is proper to say that the flagman, whose name is Brown, did not appear before the coroner to testify as to his actions on this night; this would seem to be a confession of negligence.

The Board is of the opinion that flagman Brown was responsible for this accident, for these reasons:

*First.* He should have placed torpedoes on the track in the rear of his train at least one thousand feet.

*Second.* That being so near a station he should have gone there and notified the station man of the fact that track No. 1 was obstructed.

By the Board.

## VII.

IN THE MATTER OF A COLLISION AT FISHKILL STATION ON THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, DECEMBER 15, 1891, AT 6.13 P. M., IN WHICH TWO EMPLOYES WERE KILLED, AND EIGHT PASSENGERS AND THREE EMPLOYES MORE OR LESS INJURED.

Albany, February 23, 1892.

The facts and circumstances attending this accident, as developed by an investigation by a coroner, by a member of this Board, and by statements of the officials of the road, are as follows:

On December 15, 1891, about 6 p. m., information was received at

Fishkill station that a north-bound local passenger train had become disabled a short distance north of the station. The distant signal south of the station was then set at danger to stop all trains north-bound, and orders were then sent to a switching crew employed in the freight yard about one-quarter of a mile south of the station to get on to the south-bound track, come to the station, and then cross over to the north-bound track, couple on to the disabled train and pull it back out of the way of train No. 19, a northbound limited.

It appears that the crew of the switch engine proceeded to act under these instructions, and while their switching engine No. 494, with two cars of coal, was on the crossover leading from the south-bound to the north-bound track, south of the station, it was run into at 6.13 P. M. by train No. 19, limited express, derailing both engines, wrecking several cars and resulting in the death of James Kelly, engineer, and John Smith, fireman of the passenger train, and the more or less serious injury of eight passengers and three employes.

It appears from an inspection of the locality, that south of Fishkill station, for about 600 feet, the line is comparatively straight; it then curves sharply to the east through a rock cut, and about 400 feet from the end of this curve the distant signal is erected. The lever that moves this signal is located just south of the station, and is of the interlocking pattern, operated by men stationed there for that specific purpose. Owing to the fact that the switchman can not see the distant signal on account of the curve and cut, a column about six feet high has been erected close to the interlocking lever, and placed on top of this column (which is a movable one) is a lamp provided with red and white lenses. This column is connected with the distant signal by a cable, and so constructed that any movement of the distant signal by the switchman places the tell-tale lamp signal in the same position.

From a statement of the agent it would appear that there was no doubt but that this semaphore signal was at danger when No. 19 passed, and, furthermore, the engineer of the switch engine testified that when passing it on his way to the station it was red. Approaching this signal from the south is a straight track for a long distance, and nothing in the testimony or in the statements made satisfactorily explains why Engineer Kelly did not see the signal and be governed thereby. It is said, however, that owing to the location of the signal it can not be seen plainly by an engineer on a northbound train until close to it. If such is the fact it is probably due to the leaning toward the rails of the line of telegraph poles along the road. It is evident that the view of distant signals to an approaching train should be as clear and as long as possible.

The Board recommends that the semaphore distant signal south of the Fishkill station on north-bound track, be located at least 400 feet south of its present location.

By the Board.



## VIII.

IN THE MATTER OF A HEAD-ON COLLISION ABOUT ONE-HALF MILE NORTH OF SMYRNA ON THE NEW YORK, ONTARIO AND WESTERN RAILWAY ON JANUARY 6, 1892.

Albany, April 11, 1892.

The facts and circumstances attending the above accident, as developed by an examination of the railroad officials, train employes and the train orders, are as follows:

On January 6, 1892, at 1.40 A. M., engineer Martin Sheedy received orders to take a light engine from Norwich to Oswego; he went to the superintendent's office and there received the following order:

"NORWICH, *January 6, 1892.*

"*For Norwich, to C. and E. of engine 31:*

"Engine 31 will run extra from Norwich to Oneida.

"Time received, 1.40 A. M. O. K. given 1.40 A. M.

(Signed) "SHEEDY,

"*Engineer train 31.*

"Complete, 1.40 A. M."

Upon the receipt of this order Sheedy registered at Norwich at 1.40 A. M. and then ran the engine north to North Norwich station, about five miles, and there took the side track in order to allow No. 6, a south bound passenger train, which was due at 2.02 A. M., but was about twenty-five minutes late, to pass. He left North Norwich station at 2.27 A. M., and at a point one-half a mile north of Smyrna his engine collided with regular train No. 68, south bound, which was due at North Norwich at 2.26, one minute before engine No. 31 left this station. Martin Sheedy, engineer, and Adelbert Cady, fireman of light engine No. 31, and Fred. Young of train No. 68, were killed in the collision.

From the testimony of G. H. Paul, head brakeman of train No. 68, who was riding on the engine, it appears that his train was running about twenty miles an hour; that he saw the headlight of the approaching engine about seventy rods ahead, and he gave the alarm and jumped, followed by the fireman; that at about the time they struck the ground the collision occurred. This statement is verified by the fireman, who, in addition, states that engineer Young was in the act of reversing his engine when he (the fireman) jumped.

From the evidence it is apparent that the light engine was running at a high rate of speed. Approaching the point where the collision took place there is a high bluff through which the track curves about five degrees; this bluff and curve obstructed the view from train No. 68 so that the light engine could not be seen until it had passed around the curve; train No. 68 was then but seventy rods distant, and a few seconds sufficed to bring them together. The rules of the company governing the running of engine 31 on this night are as follows: "Rule 103. Extra trains are inferior in class to regular trains and must be run cautiously. Rule 109. A train of inferior class must in all cases

clear main track ten minutes before the time of train of superior class. Rule No 2 (on time-card). On single track all trains running south or east have an absolute right of track over trains of the same or inferior class running in the opposite direction."

Train No. 68 was a regular train, leaving Utica at 11.15 P. M., arriving at Randallsville, the junction of this division with the main line, at 1.15 A. M., and scheduled to arrive at Smyrna at 2.26 A. M., and it had absolute right of way over extra No. 31. It will be seen that the order given to Sheedy at Norwich had been understood by him as "O. K.," and it gave him no rights other than those given to extra trains by rule No. 103. There is no question as to the absolute right of way of train No. 68 on this date, nor is there any doubt as to the course that should have been taken by Engineer Sheedy, had he properly observed the order he received at Norwich. When he arrived at North Norwich to meet train No. 6, south-bound, due there at 2.02 A. M., it was about twenty-five minutes late, so that it was 2.27 A. M. when it passed. Train No. 68 was due at North Norwich at 2.25 A. M., and it was clearly the duty of Engineer Sheedy to have remained on the siding with extra No. 31 until No. 68 had passed. The only conclusion to be arrived at is, that Sheedy overlooked or forgot No. 68; this seems probable from the fact that after leaving North Norwich he passed three switches, either of which he might have taken.

The officials of the road testify to the capability and good record of Sheedy and Cady, and submit no reason for the collision, other than that the crew of No. 31 forgot or overlooked train No. 68. At the examination it was said, that Sheedy had, for some time previous to the date of the accident, been employed on another division of the road, and it might be inferred that he was not familiar enough with this section of the line to be sent out without a pilot; it was stated, however, that Fireman Cady had been employed on this division for several years in continuous service, and that Sheedy was familiar with this part of the road.

#### CONCLUSIONS AND RECOMMENDATIONS.

The Board finds that the collision which occurred one-half mile north of Smyrna on the New York, Ontario and Western Railway, on January 6, 1892, was caused through Engineer Martin Sheedy forgetting or overlooking train No. 68, which had the absolute right of way, as per the rules of the company.

The Board recommends that the transfer of employes from one division to another on any line of railroad should be avoided as much as possible.

By the Board.

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#### IX.

IN THE MATTER OF THE EXPLOSION OF THE BOILER OF LOCOMOTIVE No. 113, OWNED BY THE LONG ISLAND RAILROAD COMPANY, AT OYSTER BAY, SEPTEMBER 9, 1891.

Albany, April 18, 1892.

The facts and circumstances attending this accident, as developed at several sessions of a coroner's jury, from statements of officials and



from a personal inspection of the wrecked boiler by a member of the Board soon after the explosion, are substantially as follows:

On the morning of September ninth, engine No. 113 was attached to a passenger train which was scheduled to leave Oyster Bay at 7.08 A. M.; while standing at this station, about 7.06, the explosion occurred, instantly killing James Donaldson, engineer; Townsend Dickerson, fireman; and Michael Maloney, brakeman; Edward H. Swan, Jr., passenger, and Alfred Jones, conductor, were injured.

A large amount of expert and other testimony was taken at the sittings of the coronor's jury. G. A. Thompson, master mechanic of the Long Island Railroad, testified as follows: "Locomotive No. 113 was built by the Rogers Locomotive Company in June, 1888, as a first-class engine; the shell of the boiler was seven-sixteenths steel, the crown sheet and side sheets of the fire box were three-eighths, and the flue sheet one-half inch. This engine was in the shop for general repairs in February, 1891. At the examination made soon after the explosion I found that it was the crown sheet held by bridge bars that gave away. I examined all the stays and everything thoroughly, and found the crown sheet all corrugated, as if it had been nearly white before it had given away; in addition, there is every evidence of its being hot, for it was blue on the surface and on the edges where torn. I found no evidence of weak stays; the crown stays, however, gave evidence of having been hot, they were elongated and nuts were torn off. The construction of this crown sheet was the very best; it had a cambre of one and one-half inches from side to side, in addition to the strong crown bars spanning it. My opinion is that low water was the cause of the explosion."

Paul Grimm, engineer of the National Starch Works, testified as follows: "I examined the crown sheet of this boiler and found unmistakable signs of its being overheated; it had the appearance of a hair-cloth lounge, the buttons holding the cloth back, the other parts bulged out, clearly showing that the stay bolts held to the last. I believe this accident was caused by the engineer and firemen being deceived by the waterglass, the men thought they had water when in fact they did not; I believe the watchman and all were deceived by it, and that this explosion was caused by overheating the crown sheet."

James A. King, boiler maker, employed by the Long Island Railroad, testified that this engine had been in the shop for general repairs in February, 1891, and received a thorough examination; that he examined the wreck soon after the explosion and in his judgment the crown sheet had been red hot and the cause of the explosion was low water.

G. W. Demarest testified that the day before the accident he made slight repairs to a leaky stay bolt in the fire box and did not observe any defect about the boiler whatever.

C. I. Howe, road foreman of engine of the Long Island Railroad, testified that he examined the wreck soon after the explosion; that he saw the crown sheet and that there was no question but that it had been hot.

Albert Ritchie, watchman in the roundhouse at Oyster Bay, testified that No. 113 leaked badly several nights before the explosion from a stay bolt in the right side sheet of the fire box; that on this date at 6.15



A. M. he tested the gauge cocks, found sufficient water and seventy pounds of steam; that at 6.30 the fireman took the engine from the roundhouse with a pressure of 130 pounds of steam.

Townsend Burt testified that he had an experience of ten years in engine service; that he examined the wreck about twenty minutes after the explosion occurred; that the steel used in the construction appeared to be good; that the crown sheet was torn in four places and the fractures looked bright; that he examined the stay bolts of the side sheets and the condition of the threads and that he found them in good condition, in fact the threads on the stay bolts were practically intact; that he did not notice any stay bolts that gave evidence of being broken before the explosion, and that there was no scale on the crown sheet.

It would appear from the testimony that there can be no doubt as to the cause of this explosion. The color of the crown sheet on the surface and where fractured, its corrugated condition, enlarged stay bolt holes in crown sheet with threads but slightly damaged, the elongated stay bolts, the impression of the nut on stay bolt into the crown sheet, and the fact that not a particle of scale was seen on the crown sheet although this boiler had been in service since the general repairs in February, 1891, must lead to the conclusion that the crown sheet had been uncovered and hot.

The circumstances previous to the explosion were as follows: A stay bolt had been leaking for several days, and on Tuesday night it leaked a stream across the firebox at a pressure of seventy pounds; about 6.30 A. M. on this date, when the fireman took the engine from the roundhouse it had a pressure of 130 pounds. After careful consideration, it is believed that when the locomotive was taken from the roundhouse the water was low in the boiler, and that the movement of the engine to the water plug, thence to the station, the use of the blower (all being movements which used water), in addition to the leaking stay bolt, soon reduced the water line below the top of the crown sheet, the latter then became heated and soft and when the maximum pressure of 160 pounds was obtained the crown sheet in its heated and weakened condition was not able to stand this pressure.

The conclusions arrived at by the Board as to the cause of this disaster, are in accord with the testimony of the experts, officials and employees. It is also believed that the opinion of Paul Grimm, that "all parties were deceived by the waterglass showing water above the true line" is probably correct. This is in conflict with the testimony of the watchman, Mr. Ritchie, who positively testified that the water indication in the glass was correct.

The volume of testimony is apparently in line with the evidence of the experts, and the condition of the several parts of the boiler, after the explosion. The fact that the engine was comparatively new and had been in service but seven months since its thorough repair, must lead to the conclusion that the explosion was caused by allowing the water line to get below the crown sheet.

By the Board.



## X.

IN THE MATTER OF THE EXPLOSION OF THE FIRE-BOX OF ENGINE No. 48 OF THE LONG ISLAND RAILROAD, AT LONG ISLAND CITY, APRIL 6, 1892, RESULTING IN THE DEATH OF FOUR EMPLOYEES.

Albany, July 5, 1892.

The facts and circumstances attending this accident, as developed by a personal examination made by a member of the Board, from statements of officers and employes of the railroad company, and from evidence taken before Coroner Lindsay of Brooklyn, and Coroner Meiners of Long Island City, are substantially as follows:

On April 6, 1892, engine No. 48, in charge of Andrew Walker, engineer, and T. Van Luren, fireman, was in service on a gravel or tie train; while at rest at South Side dock a portion of the right side sheet of the fire box pulled away from the stay bolts (about fifteen in number), allowing steam and water to escape into the fire box and through the fire box door into the cab, scalding Andrew Walker, who died April tenth, T. Van Luren, who died April sixteenth, James Lush, who died April sixth, and James Clowie, who died April sixteenth, all of whom were in the cab when the explosion occurred.

At the coroner's inquest, S. F. Prince, general superintendent of motive power, testified that engine No. 48 was in the shop for general repairs in May, 1890; that at that time the lower half of the fire box all around was replaced by new copper sheets, five-eighths of an inch thick; that the stay bolts used were copper, and one and one-eighth inches in diameter; that the fire box was of usual form, with a brick arch; that the crown sheet and flue sheet were steel; that after the accident he tested the pop valves and found them in perfect condition, one releasing at 140 pounds pressure, the other at 145 pounds; that in his opinion the cause of the accident was the thinning of this copper sheet, which was worn down to five-sixteenths of an inch, or half its original thickness, and that this was evidently due to the external action of the coal in the fire box; that the sheet commenced to wear at a point from the top of the brick arch down along the stay bolts and then thinned out to the point where it let go.

J. A. King, a boilermaker, testified that he had put in at least eight fire boxes of this kind; that the copper sheets put in this box under his supervision, as far as he knew, were good; that the life of such fire boxes is from four to five years; that he examined the water leg of this boiler and found no scale or mud seven inches above the mud ring.

It appears from the evidence that it is a rule of the Long Island Railroad Company that a note of all repairs necessary to a locomotive shall be entered in a book kept at each shop for such purpose, which book is in the custody of the foreman, and that on the night before the accident a verbal report was made by the engineer of this engine as to a leaky stay bolt and arrangements were made to have it repaired the following day. It is probable that this leaky bolt was one of the number that pulled out, and without doubt if this report was entered on the book and a boilermaker detailed to make the repairs he would have discovered by the hammer sound that this sheet was thin.

It is probable that the cause of this sheet becoming so thin was, in a measure, the strong blast on the fire necessary to make steam enough to enable the engine to do its work in the regular train service prior to the time it was assigned to this gravel train, and that the constant movement of fresh coal against the sheet and the friction of particles of half-burned coal and other substances against this copper sheet, up to the point of passing over the brick arch, reduced it to the condition it was found in. Several of the stay bolts were drilled and the copper was found in good life. No evidence of scale was observed at the point of explosion.

The Board believes that frequent and careful examinations of all boilers in the future will prevent such accidents, and the officers of the Long Island Company assure the Board that such examinations will be made.

#### RECOMMENDATIONS.

The Board recommends that the Long Island Railroad Company designate some person or persons to examine the locomotive boilers in use on its lines at least once a month, and to record in a book kept for such purpose the date of examination and the condition of the boiler at each inspection.

By the Board.

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### XI.

IN THE MATTER OF THE DERAILMENT OF OFFICIAL CAR No. 502,  
ATTACHED TO TRAIN No. 8 ON THE NEW YORK, LAKE ERIE AND  
WESTERN RAILROAD, JUNE 13, 1892.

Albany, September 26, 1892.

The facts and circumstances attending this derailment, as appear from a personal examination of the locality by a member of the Board and from statements of officials and employes, are as follows:

On June 13, 1892, when train No. 8, east-bound, consisting of a locomotive, one postal car, one combination car, one coach, a dining car, four Pullman cars and official car No. 502, occupied by Governor Flower, had reached a point 800 feet west of the west end of Stickney's curve, or about 17,500 feet west of Rathboneville station, the rear truck of the rear car, No. 502, was derailed on a tangent while running at a speed of about thirty-eight miles an hour; in its passage over the ties the truck was torn from its center pin and safety chains and the rear end of the car was thrown over on the west-bound track, in which position it was drawn until the train stopped. The distance from the place where the first indications of derailment were seen to the point where the train stopped was 2,900 feet.

Engineer Welch states that at a point half a mile west of where the first marks were seen on the ties, he was running about fifty miles an hour; that he applied the brakes and reduced the speed of the train to thirty-eight miles an hour; that he heard no alarm from the air whistle in the cab until his engine and several cars were on the curve. At this point the air whistle sounded and he immediately applied the brakes, and that there were none applied until he applied them.



The track, where the first evidence of derailment was observed, was in good condition — eighty-pound rail, well ballasted, ties closely spaced and in good life. Car No. 502 was carefully examined and nothing was found which would aid in determining the positive cause of the derailment. The records of the weather bureau at this date show that the thermometer indicated ninety-five degrees in the shade. It was thought that this excessive heat had caused the track to "buckle;" this theory is deemed improbable, however, for if such was the fact the derailment would have occurred before the last truck of the rear car passed over. From the statement of Engineer Welch that he applied the brakes one half mile before the accident occurred, in order to reduce the speed of the train around Stickney's curve, and in the absence of any positive information as to the cause of the accident, it is believed that when the brakes were released by the engineer that the brake on the last truck did not properly release and that the friction caused a brake shoe to get hot and break and thereby allowed a part of it to fall under the wheels.

It appears from a statement of officials of the road, that the distance from the point of derailment to where the train stopped was about 2,900 feet; it also appears from the statement of the engineer that he was about 200 feet on the curve when the whistle sounded in the cab and he applied the brakes, or about 1,000 feet east of the first mark of the wheels on the ties; this would leave a distance of 1,900 feet that the train ran with brakes applied and the truck of the rear car off the track. Five cars in this train, four Pullman's and car No. 502, were equipped with six-wheeled trucks with brakes on the outside wheels only. It is believed that if every wheel on these cars had had a brake attached a quicker stop would have been made, much less space covered and the corresponding elements of danger avoided. The construction of and material in this car were admirable, and to these facts may be attributed the safety of its occupants.

#### RECOMMENDATIONS.

The Board recommends,

*First.* That the railroad company and all other corporations running cars with six-wheel trucks over its lines, take into consideration the subject of equipping them with a brake on every wheel at the earliest practicable moment.

*Second.* That the brake power applied to the wheels of these heavy cars be so adjusted by leverage and piston travel that the quickest possible stop in an emergency will be the result.

By the Board.

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## XII.

IN THE MATTER OF A HEAD-ON COLLISION NEAR RED HILL SWITCH ON THE NEW YORK ONTARIO AND WESTERN RAILROAD, JUNE 26, 1892, IN WHICH TWO EMPLOYEES WERE KILLED AND ONE INJURED.

Albany, September 26, 1892.

From statements of officials of the road and an examination of the train orders on this day, the facts attending this accident appeared to be as follows:

On June twenty-sixth Charles H. Wheeler, in charge of light engine No. 73, left Middletown with orders to run extra to Fallsburgh, a station thirty miles north, and to meet extra No. 92 at Summitville; on arriving at the latter station Wheeler found that No. 92 had not yet arrived; he then put his engine on the side track and while standing there he was called to the office and received orders to meet train No. 30, a regular south-bound express freight, in advance of time at Sandburgh switch. Before he left Middletown Wheeler asked the dispatcher if No. 10 was on time, and was informed that it was; after receiving his orders at Summitville he asked the operator how No. 10 was and was again told it was on time; he then proceeded and at a point about one mile north of Red Hill switch he collided with train No. 10, by which Frank Fosgate of Norwich and James V. Scott of Middletown were killed, and Andrew O'Neil seriously injured.

Wheeler's orders before leaving Middletown was to run "extra" to Fallsburgh, a station north of Red Hill switch, about twelve miles. This gave him no rights whatever over regular trains of any class. Train No. 10 was a regular and for many years known as the "milk train," and it had absolute right of way. The fact that Wheeler asked at Middletown and Summitville as to the location of No. 10, must lead to the conclusion that after leaving Summitville to make his meeting points as by special order, he forgot No. 10.

It is a rule of the New York, Ontario and Western Railroad that all orders must be understood by all the train employes receiving them before starting, and that when an engine is moving light the engineer shall read his orders to the fireman.

From the facts as above set forth, it is evident that engineer Wheeler was responsible for this accident.

By the Board.



# ACCIDENT INQUIRIES.

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## CENTRAL NEW ENGLAND AND WESTERN.

February 25, 1892 — Trainman George Robbins, while leaning out of cab window as his train was pulling out of Poughkeepsie, struck his head against stand pipe, receiving injuries which resulted in death. Inquiry shows that the distance from the outside of the rail to the stand pipe at the place of accident is 3 feet 5½ inches.

## DELAWARE AND HUDSON CANAL COMPANY.

October 7, 1891 — In a derailment, which occurred near Binghamton, one employe was killed and two injured. C. D. Hammond, superintendent of the company, in reply to a communication from the Board, says: "The derailment was caused, 'or is supposed to have been caused,' by sharp flange on one of the wheels of pony truck of engine, causing the forward truck to enter the switch while the drivers followed the main track, overturning the engine and tank."

October 28, 1891 — Passenger train No. 155 ran in on a side track in the Mohawk yard and collided with a car standing there. A switch had been misplaced. Two employes were injured. In reply to a letter from the Board, asking who was responsible for misplaced switch, and what, if any, discipline had been administered, the company says that they were unable to locate the fault, so, consequently, could not administer any discipline.

January 5, 1892 — John Hogankamp, while attempting to drive over the Rockefeller crossing at Delmar, was struck and fatally injured. Inquiry elicited the fact that the crossing was a dangerous one, and that the company had made a proposition to the town authorities to join them in doing away with the present grade crossing and substituting an overhead crossing for it.

January 20, 1892 — At Worcester train No. 34 ran into rear end of fifth section train No. 36, the flag of the latter not being back sufficiently far to allow train No. 34 to stop. Engineer E. J. Albert jumped and was slightly injured. Both the conductor and flagman of train No. 36 have been dismissed from the company's service for not having properly attended to their duty.

February 9, 1892 — Mr. and Mrs. Walley, of Slingerlands, were killed while crossing the track at that place. Inquiry shows that the view is entirely unobstructed in every direction for a distance of over half a mile.

June 27, 1892 — A passenger on train No. 4 was slightly injured in a derailment at Saratoga station. The Board wrote for the circumstances in detail and received in reply the following:

ALBANY, N. Y., *July 13, 1892.*

WILLIAM C. HUDSON, Esq., *Secretary Board of Railroad Commissioners, Albany, N. Y.:*

DEAR SIR.—Replying to your favor of the sixth inst. The circumstances connected with the accident at Saratoga, June twenty-seventh, were that the switchman turned the switch between the trucks of the last car in the train. It was, as you say, an exact duplicate of an accident which occurred last summer, and by the same switchman. Of course nothing can be done to prevent a recurrence, as the fault is in the switchman's head. He has, however, been dismissed from the company's service.

Yours truly,

C. D. HAMMOND.

#### LEHIGH VALLEY.

November 2, 1891 — Train No. 297, while passing train No. 30, which was standing on the siding at Leranna, engine mounted rail, and ran into train No. 30, injuring the engineer and brakeman. In answer to a letter from the Board, the company state that they are unable to account for the accident. There was nothing apparently wrong with the track, either before or after derailment occurred.

January 12, 1892 — Lehigh Valley extra engine No. 516 was standing still at Castile, one train length and a half inside of the yard limits, when extra engine No. 607 collided with rear end, killing Martin McCarthy and George Woodruff, employes. Wreck caught fire from caboose stove. An investigation by the Board shows that the company, at the time of writing, was unable to account for the collision. "The trains are run entirely under the rules and management of Erie officers, and the men are disciplined in accordance with their directions."

February 12, 1892 — Milo Smith was killed and William Morrow seriously injured. Caused by jumping from caboose of train No. 297 at the time snow plow engine No. 229 ran into them at Aurora. The company, in reply to a communication from the Board, wrote the following letter:

SAYRE, Pa., *February 18, 1892.*

WILLIAM C. HUDSON, Esq., *Secretary Board of Railroad Commissioners, Albany N. Y.:*

DEAR SIR.—Answering yours of the seventeenth about the Aurora accident. At the coroner's inquest over the body of Milo Smith the evidence was clear that Engineer Daniels and Conductor Eggleston, who were in charge of the snow plow, were entirely responsible for the accident. The jury found them guilty of criminal negligence; they are now under indefinite suspension, pending any legal action against them.

Yours truly,

W. STEVENSON.

June 23, 1892 — Mrs. Asa Leonard while attempting to drive over the track at Campton crossing, about three miles north of East Waverly, was struck and badly injured by train No. 3. Inquiry elicited the fact that the crossing was not protected by either gates or flagman; and that in one direction the view is partly obstructed.



## LONG ISLAND.

December 8, 1891 — Frank T. Gilbert and James Styles, of Brooklyn, were attempting to cross the track at Ozone Park station, when struck and injured by train No. 995. Inquiry shows that since the accident, both gates and flagman have been placed at the crossing.

June 11, 1892 — Henry Feltman, while driving across the tracks at Underhill and Atlantic avenue crossing, was struck by train No. 600 and seriously injured. Benjamin Norton, in reply to a letter of inquiry from the Board, sent a letter he had received from his general superintendent.

LONG ISLAND CITY, N. Y., *June 13, 1892.*

BENJAMIN NORTON, ESQ., *Second Vice President and General Manager:*

DEAR SIR.—I return herewith letter from William C. Hudson, Secretary Board of Railroad Commissioners, and beg to say that the crossing at Underhill and Atlantic avenue is protected by gates, but on June eleventh, the date of the accident, when train No. 600 came along, which is the first train west in the morning, the flagman was not on hand, and the team went across, the gates being up. The flagman, who should have been on duty at that time, is one of the best flagmen on the Atlantic division, but was up the night before, owing to sickness in his family. He has been taken off, and the engineer of train No. 600 was suspended for running past a crossing when the gates were up.

Respectfully,

W. H. BLOOD.

## NEW YORK CENTRAL AND HUDSON RIVER.

October 21, 1891 — John H. Walrath, fireman on engine No. 450 was slightly injured by jumping from his engine, just before it ran into freight train near Tribes Hill. A letter of inquiry shows that flagman of freight train was responsible for not properly protecting his train; he has been discharged, and the engineer of engine No. 450 has been suspended for running at too high rate of speed.

October 22, 1891 — A Lake Shore and Michigan Southern engine was standing on main track, and was run into by a New York Central train. One employe was slightly injured. The Board wrote and asked by what authority was the L. S. & M. S. engine on main track, and while there, why was it not protected. The following letter was received in reply:

NEW YORK, *December 10, 1891.*

WILLIAM C. HUDSON, ESQ., *Secretary Board of Railroad Commissioners, Albany, N. Y.:*

DEAR SIR.—Your favor of the eighth received and contents noted. I beg to advise you that the exact location of the collision at Buffalo on October twenty-second was on the Y or connecting track between the Lake Shore yard and our main track. A number of west-bound passenger trains approaching Exchange street station run in on to the Lake Shore Y, and back from that point to Exchange street in order to avoid turning the coaches and the sleeping cars that go west *via* the Lake Shore road. Train No. 17, the train in question, was exactly on time. The Lake Shore Company put a pilot on the engine of No. 17 at Swan street, and he was riding on the left hand side of the engine at the time of the accident. Engineer Mack was running cautiously, and the pilot was on the look out for a white light, which is given as a signal that the track is clear, but cannot be seen on the engineer's side of the engine on account of the curve. This light was not up at the time of the



accident. The pilot was on the look out for the light, and did not see that the track was obstructed until they were within about a car's length of the point of the accident, when he called to the engineer and then jumped off. There was very little damage done by the accident, excepting to the engineer of the Lake Shore switching engine, who was slightly injured. This engine was standing on the main track, apparently without any protection, and train No. 17 was exactly on time.

Yours respectfully,

THEODORE VOORHEES. }

November 4, 1891, between Geneva and West X.—J. W. I. Stevenson, a passenger on Lehigh Valley train No. 102, was injured in a collision between the train and New York Central freight train No. 40. The conductor, engineer and operator were held responsible and were discharged. An examination of the map of the locality of Geneva West X, and a copy of rules governing the moving of trains at this point, by a member of the Board, presents the following facts: "The rules of the railroad company are that the conductor and engineer *must know* that the way is clear before passing this West X. It is the duty of the operator to stop all trains and *notify them* as to obstruction." The train men did not stop and know positively the condition and are in fault. The operator neglected his duty in not giving the proper information. The discipline of the railroad company in the matter is approved.

November 30, 1891.—At Suspension Bridge a car jumped the track and tipped over on its side. Conducted J. P. Main was injured. Inquiry elicited the fact that the accident was caused by the sharp flange of wheel taking the point of switch.

December 8, 1891—Patrick Quinn, while attempting to cross the track at One Hundred and Forty-ninth street, New York, was struck by engine No. 205 and fatally injured. Inquiry shows that crossing is protected, and that man deliberately walked on track in front of engine.

December 9, 1891—James Hilton, while crossing the track at De Witt, was struck and instantly killed by engine No. 182. The company, in reply to a letter of inquiry, said that Hilton was not killed on crossing, but was walking on track.

December 10, 1891—At East street crossing, Canandaigua, Martin Moore was struck and killed while driving over the track. Inquiry shows that the crossing is not protected, but view is unobstructed.

December 22, 1891—Passenger C. H. Bruel, of Brooklyn, was found dead in his berth of sleeping car, train No. 8. The Board wrote asking if any investigation had been made as to cause of death. In reply the company said that an investigation had not been made, inasmuch as it was understood that he died from natural causes.

December 27, 1891—R. C. Baird, J. Gitterington and L. H. Crary, were United States mail clerks, and injured by train No. 14 running into freight train at Buffalo, Rochester and Pittsburg railroad junction at Rochester, which was crossing the track. The engineer of train No. 14 was held responsible for running by signal which was set against him. He was suspended.

February 10, 1892—The Board wrote asking if view of signal was unobstructed, and for the circumstances of collision in greater detail. In reply the following facts were made known: "Freight was crossing from track No. 1 to track No. 4, and all signals were set in both direc-



tions to protect it, while so doing. The semaphore on track No. 1, on which train No. 14 was running, can be seen for a long distance. Engineer claims that he was unable to bring his train to a stop until he had collided with the freight train."

December 30, 1891 — Edward M. Potter, while on top of car, was struck and injured by canal bridge, Syracuse. The ropes of bridge guard were tied together and did not hang down far enough. The ropes were promptly loosened, putting the guard in order.

January 1, 1892 — While on top of caboose Thomas H. Smith was caught between caboose and coal chute, at Lyons. In reply to a letter from the Board the company says, the height of coal chutes, above the rail, are as follows: Over track No. 1, 15 feet  $2\frac{1}{4}$  inches; over track No. 2, 15 feet; over track No. 3, 14 feet  $11\frac{1}{4}$  inches; over track No. 4, 15 feet  $1\frac{1}{2}$  inches.

January 5, 1892 — John Fitzgerald was working at Peekskill; he was applying brake on car, when chain broke and he fell to ground. The chain had been repaired with telegraph wire. The company says that the chain must have been repaired by some workman employed on train, without the knowledge of proper officials, as the fact of the chain being broken had not been reported.

February 29, 1892 — At a point west of Macedon station, a stock train drawn by engine No. 536, was run into by light engine No. 530. The engineer of engine No. 530 neglected to look at indicators along the road for which he has been suspended. Two men in charge of stock were injured. Inquiry shows that engineer of engine No. 530 had no excuse to offer for his neglect, and he has been discharged absolutely from the company's employ.

March 12, 1892 — A. Schmidt was injured while crossing the tracks at Tonawanda street crossing, Buffalo. Inquiry shows that accident occurred while flagman was off duty eating his lunch.

March 25, 1892 — At Sumner street crossing, North Tonawanda, John Stevens was injured while crossing the track. The crossing was not protected at time of accident.

May 5, 1892 — Engineer William Whipple, while leaning out of cab window at Palatine bridge was struck and killed by telegraph pole. The Board wrote for a copy of the coroner's verdict. The company was unable to send it, because they had never received a copy.

June 29, 1892 — At Poughkeepsie the following passengers were injured: A. Lown, Mrs. O. D. M. Baker, W. H. Broas and Dr. John Foust; they were on train No. 56, which ran into side track. The switch lever controlling this track was in proper position, but it is thought the pin was not securely holed, and that the rails were accordingly forced open by engine wheels. The Board wrote and recommended that a careful examination of all switches be made every day.

#### NEW YORK, LAKE ERIE AND WESTERN.

October 21, 1891 — An employe, standing on top of a box car, was struck by bridge at Main street, Middletown, and slightly injured. Inquiry elicited the fact that the bridge warning guards were in good condition at time of accident.

January 16, 1892 — When train No. 137 was rounding a curve at Colliers the caboose and three cars were derailed, caused by track spreading. Conductor W. A. Kelleher and Brakeman F. Broadway



were injured. Inquiry shows that the company was of the opinion that the derailment was caused by a freight car riding heavy on its bearings, preventing the wheel of the truck from curving properly. The track was in perfect gauge, and well tied; also axles and wheels were in perfect condition. Further investigation shows that car was a New York, Lake Erie and Western refrigerator, No. 24, with a capacity of 50,000 pounds, and at time of derailment was loaded with canned goods, with only a total weight of 32,000 pounds.

May 24, 1892 — At 11.30 P. M., at West Tuxedo, train, extra, No. 274, east, ran by flag and block signal which was set against it, into rear end of third section No. 86, which had come to a standstill, in order to cool hot journals. One car loaded with lumber was thrown over on westward track, and ran into by train No. 79, engine No. 253, westbound, throwing same down an embankment. One employe was killed and two injured. The accident was caused by careless running of Engineer George E. Truax, of extra No. 274, east, and Conductor E. Wilcox of same train, who was riding on the engine at the same time, not taking prompt action to get his train under control. Both have been dismissed from the service of the company. Flagman Eli Laforge has been suspended for six weeks for not going back proper distance. The Board investigated as follows:

ALBANY, N. Y., June 17, 1892.

ALFRED WALTER, Esq., *General Manager Erie Division, New York, Lake Erie and Western R. R.:*

DEAR SIR.—In relation to the accident of May 24, 1892, at West Tuxedo, report as to which was this day filed here, the Board directs me to inquire,

*First.* How far inside the block signal was the rear end of third section, No. 86, when it came to a stop?

*Second.* How far could the flag and block signal, which was set against extra train No. 274, be seen by the trainmen of that train when approaching from the east?

*Third.* How much time, if any, elapsed after the rear collision in which to flag train No. 79, coming west, and what, if anything, was done to notify west-bound trains that track was obstructed by the collision of the two east-bound trains?

By the Board.

E. B. HASTINGS,  
*Assistant Secretary.*

On June 25, 1892, the following reply was received:

Mr. E. B. HASTINGS, *Assistant Secretary Board of Railroad Commissioners, Albany, N. Y.:*

DEAR SIR.—Your favor of the seventeenth instant in reference to the accident at Tuxedo, received. In reply to the questions raised, would state:

*First.* The rear end of third section No. 86 was 2,131 feet inside the block or house signal, and 4,140 feet to distant signal when it came to a stop.

*Second.* The flag and block signal could be seen by the trainmen of extra No. 274, approaching from the west for a distance of 1,360 feet.

*Third.* No time elapsed after the rear collision occurred in which to flag train No. 79. The engine of train No. 79 had passed the engine of third section No. 86, when the rear collision occurred, and the instant that the lumber from the car in third section No. 86 was thrown over on the westward track by the force of the rear end collision, it was struck by train No. 79. As soon as this occurred, flag was at once sent back to protect the westward track. Trusting this will give you all the information you desire, I am

Yours truly,

ALFRED WALTER,  
*General Manager.*



The Board desires to state that the above serious accident simply shows how necessary it is to have automatic air-brakes placed upon all freight trains as soon as possible.

#### NEW YORK, ONTARIO AND WESTERN.

November 17, 1891.—One killed, and one injured at the Wisner avenue crossing, Middletown, while attempting to drive across the track. Inquiry elicited the fact that the crossing was unprotected at the time of the accident, but in the future either gates or a flagman will be stationed there.

January 23, 1892.—James McAloon jumped at the time of the land slide, near Cornwall, and had his arm broken. Investigation shows that they had never had a slide at this point before, and further trouble of this kind is not looked for in the future.

March 3, 1892.—George Hawley, an employe, while on top of car, was (it is supposed), struck by a cross-beam of truss-bridge No. 171, just north of Hancock Junction. Inquiry shows that the bridge was not protected with warning-signals at the time of the accident.

#### ROME, WATERTOWN AND OGDENSBURG.

February 16, 1892.—While driving over the track at Felt's Mills Mr. Raubins was struck and injured. Inquiry shows that the crossing is not considered a dangerous one, and only eight trains pass in twenty-four hours; so, consequently, a flagman has never been stationed there.

March 20, 1892 — Train No 41 was derailed and thrown from track near Howelton, caused by the spreading of rails. Miss Emma Kelly, a passenger, was slightly injured. An investigation by the Board shows that a subsequent investigation by the company developed the fact that the derailment was caused by train having been run at too high a rate of speed and by snow and ice in the flange-way of the rail.

March 22, 1892 — When engine No. 105 was about two miles east of Sandford's Corners, Samuel L. Racine, who was employed as fireman, was injured by crown sheet of boiler falling in, throwing him over the back of tank. On April 11, 1892, the Board wrote, asking company to direct master mechanic to send a detailed report of accident, stating when boiler was last inspected. On April 18, 1892, General Superintendent Theodore Voorhees sent the following letter which he had received from Wm. Buchanan:

NEW YORK, April 16, 1892.

“MR. THEODORE VOORHEES, *General Superintendent*:

“DEAR SIR.—Your communication of the twelfth, relative to accident at Sandford's Corners on the R., W. & O., March twenty-second, to hand.

“Engine No. 105 left the shops October 14, 1891, after undergoing thorough repairs. Boiler was examined and the following repairs made:

“Tubes were all taken out, corners of fire box on bottom (where there was a slight leak) were caulked, stay bolts tested and found to be O. K. Boiler was then subjected to a hydrostatic test of 170 pounds cold water pressure, and found to be in first class condition. Mr. McGraw, foreman of boiler shop, made a personal examination of the fire box of engine after she had blown down her crown sheet on March twenty-second, and found that at the time of the explosion the water in the boiler was five inches below top of crown sheet, thus leaving the whole top surface of crown sheet exposed to fire without any water covering it, causing crown sheet, as it became heated, to expand the holes into which crown stay bolts were tapped and riveted until the bolts were

loose in sheet; also heating the ends of stay bolts until their resisting or holding power was very slight, allowing the crown sheet as it became heated to strip ends of crown bolts and sheet to collapse down into fire box twenty and one-half inches from its original position. As this crown sheet had 364 crown stay bolts one inch in diameter with ends enlarged to one and one-eighth inches, tapped into sheet and ends riveted over and stay bolts placed four and one-quarter inches center to center of bolts, it would, in my opinion, have been impossible to collapse crown sheet had it been covered with water with the steam pressure usually carried on these boilers, which is 150 pounds.

"All indications show that this explosion was caused by low water.

"Yours truly,

"WM. BUCHANAN."

March 28, 1892 — Miss Millie Greenland and Mrs. Charles Patchen, passengers on train No. 122, were somewhat injured in the collision which occurred at Pulaski. The Board wrote asking for circumstances in detail; why flagman was not further back, and how close behind freight train was train No. 122. In reply, the company states that the second train was following the first train in less than ten minutes, and the flagman should have been back a much greater distance than he really was. Conductor and flagman of head train and engineer of rear train were suspended.

SYRACUSE, BINGHAMTON AND NEW YORK.

November 17, 1891 — Benjamin Hopkins, while driving over the tracks at Marathon, was run over and injured by train No. 198. Inquiry elicited the fact that the crossing was not protected, it being seldom used.

WESTERN NEW YORK AND PENNSYLVANIA.

November 1, 1891 — J. W. Carlin, a passenger on train No. 105, was injured in a grade collision at Olean. Samuel G. De Coursey, president of the company, in reply to a communication from the Board, sent the following letter, relating to the accident, from Superintendent Bell. It is a copy of the letter he had sent to C. H. Allen, who, at the time of the accident, was president of the road:

BUFFALO, N. Y., December 5, 1891.

Mr. C. H. ALLEN, *President, New York:*

DEAR SIR.—In relation to the accident at Erie crossing, Olean, on November 1, 1891, I would say that the law with regard to crossings at that point was conformed to, there being an interlocking apparatus at the crossing which was erected by the N. Y., L. E. & W. R. R. Co. last winter.

The engineer of our train, 105, claims that the signal was thrown against him just as he was passing under it, and being of opinion that he could not stop before reaching the crossing, he put on steam and tried to cross in advance of the Erie freight, which was running very slow (said to have been barely moving). The engineer has been suspended for not doing everything possible to stop when he found the signal was against him.

Our trains are required to approach the crossing under full control, but are not required to stop if they find the signals in their favor. The Erie trains cross at full speed.

Respectfully,

(Signed)

R. BELL,

*General Superintendent.*

December 1, 1892.

Our trains now come to a full stop before crossing.

R. B.



## WEST SHORE.

October 2, 1891 — Isaac Randall and son, while crossing the track near Fayetteville, was struck and killed by train No. 4. Inquiry developed the fact that the crossing was a private farm crossing, with the usual farm gates.

November 6, 1891 — At Montgomery street crossing, Buffalo, Frank Caleweski was killed while crossing track. Inquiry elicited the fact that the crossing was unprotected.

# LENGTH OF STEAM RAILROADS

IN OPERATION JUNE 30, 1892.

[Small capitals indicate lessee; indentations indicate leased or operated lines.]

Name of Company.	Miles in N. Y. State.
Addison and Pennsylvania.....	10.50
Allegheny and Kinzua .....	11.00
Attica and Freedom .....	33.00
Bath and Hammondsport.....	10.00
Boston and Albany.....	39.30
Hudson and Chatham (owned) .....	17.33
BRADFORD, ELDRED AND CUBA.....	4.31
Bradford, Richburgh and Cuba .....	3.62
Wellsville, Bolivar and Eldred .....	20.62
Brooklyn, Bath and West End.....	6.64
Brooklyn and Brighton Beach .....	7.50
Brooklyn and Rockaway Beach .....	3.50
Buffalo Creek.....	5.82
Buffalo Creek Transfer.....	1.10
BUFFALO, ROCHESTER AND PITTSBURG (owned).....	166.18
East Buffalo Terminal Railway (owned) .....	.10
Lincoln Park and Charlotte (owned).....	10.89
Perry .....	1.03
Carthage and Adirondack.....	43.00
CATSKILL MOUNTAIN .....	15.73
Cairo .....	3.77
CENTRAL NEW ENGLAND AND WESTERN .....	53.04
Hartford and Connecticut Western .....	42.50
CENTRAL VERMONT:	
Ogdensburg and Lake Champlain.....	118.00
Saratoga and St. Lawrence .....	8.50
St. Lawrence and Adirondack.....	10.50
CHATEAUGAY.....	18.01
Chateaugay Railway.....	38.89
Plattsburgh and Dannemora.....	15.92
Chatauqua Lake.....	23.85
CLOVE BRANCH .....	4.25
New York, Boston and Montreal .....	4.01
Connecting Terminal .....	1.00
COOPERSTOWN AND CHARLOTTE VALLEY.....	2.40
Cooperstown and Susquehanna Valley.....	19.48
Crown Point Iron Company .....	12.84
Dansville and Mount Morris.....	12.34



Name of Company.	Miles in N. Y. State.
<b>DELAWARE AND HUDSON CANAL COMPANY:</b>	
Adirondack .....	56.95
Albany and Susquehanna.....	142.59
Cherry Valley, Sharon and Albany.....	21.04
Lackawanna and Susquehanna (owned).....	17.65
New York and Canada and leased lines.....	149.94
Rensselaer and Saratoga and leased lines.....	155.15
Schenectady and Duanesburgh.....	13.79
Schenectady and Mechanicsville (owned).....	9.93
<b>DELAWARE, LACKAWANNA AND WESTERN:</b>	
Cayuga and Susquehanna.....	34.41
Greene.....	8.10
New York, Lackawanna and Western.....	207.79
Oswego and Syracuse .....	34.98
Syracuse and Baldwinsville.....	6.00
Syracuse, Binghamton and New York.....	81.00
Utica, Chenango and Susquehanna Valley.....	97.41
Valley .....	11.64
<b>ELMIRA, CORTLAND AND NORTHERN .....</b>	<b>118.70</b>
Canastota Northern.....	20.73
<b>FALL BROOK:</b>	
Corning, Cowanesque and Antrim .....	15.00
Penn Yan and New York .....	6.43
Syracuse, Geneva and Corning.....	57.75
<b>FITCHBURG .....</b>	<b>114.99</b>
Troy and Bennington .....	5.04
Fonda, Johnstown and Gloversville.....	26.17
<b>GRAND TRUNK:</b>	
United States and Canada.....	22.18
Grand View Beach (electric).....	7.50
Greenwich and Johnsonville .....	14.65
Herkimer, Newport and Poland.....	16.40
Island.....	.13
Kaaterskill .....	7.50
Kanona and Prattsburgh.....	11.44
Keeseville, Ausable Chasm and Lake Champlain.....	5.64
Kinderhook and Hudson .....	16.23
Lackawanna and Southwestern.....	18.00
Lake Champlain and Moriah.....	7.66
Lake Shore and Michigan Southern.....	71.00
Lebanon Springs .....	51.18
Lehigh and Hudson River .....	14.50
<b>LONG ISLAND*.....</b>	<b>277.36</b>
Brooklyn and Jamaica.....	9.58
New York, Brooklyn and Manhattan Beach .....	20.05
New York and Rockaway.....	9.01
Smithtown and Port Jefferson.....	18.98
Stewart.....	16.44
<b>Marine .....</b>	<b>.33</b>

\* Of the leased lines making 74.06 miles, report for 1892, states that on but 68.92 miles thereof track is laid but does not show on what lines the deficiency and track laid exist.

Name of Company.	Miles in N. Y. State.
Middleburgh and Schoharie.....	5.75
Mt. McGregor.....	10.50
Newburgh, Dutchess and Connecticut.....	58.84
NEW JERSEY AND NEW YORK.....	17.63
New Jersey and New York Extension. ....	2.37
New York Central, Hudson River and Fort Orange.....	.60
NEW YORK CENTRAL AND HUDSON RIVER.....	819.45
Albany Branch.....	11.04
Athens Branch.....	6.16
Buffalo Creek Branch.....	1.29
Dunkirk, Allegany Valley & Pittsburg.....	42.30
Fuller's Branch.....	5.07
Port Morris.....	1.85
New York and Harlem.....	126.96
Rome, Watertown and Ogdensburg.....	412.55
Rockland Lake.....	1.15
Niagara Falls Branch.....	8.74
Carthage, Watertown and Sackett's Harbor.....	29.59
Oswego and Rome.....	28.49
Utica and Black River.....	149.81
New York and Mahopac.....	7.09
Troy and Greenbush.....	6.00
Spuyten Duyvil and Port Morris.....	6.04
West Shore.....	451.64
New York, Chicago and St. Louis.....	68.07
NEW YORK AND NORTHERN.....	57.16
Mahopac Falls.....	4.05
NEW YORK, LAKE ERIE AND WESTERN.....	504.44
Avon, Geneseo and Mt. Morris. ....	17.70
Buffalo, Bradford and Pittsburg.....	7.84
Buffalo, New York and Erie.....	140.25
Buffalo and South Western.....	66.36
Elmira and State Line.....	6.50
Goshen and De kertown.....	11.64
Lockport and Buffalo.....	15.12
Middletown and Crawford.....	10.22
Montgomery and Erie.....	10.43
New York, Pennsylvania and Ohio.....	49.24
Northern Railroad of New Jersey.....	5.82
Ramapo and Union.....	.80
Rochester and Genesee Valley.....	18.40
Suspension Bridge and Erie Junction.....	24.01
NEW YORK, NEW HAVEN AND HARTFORD.....	14.04
Harlem River and Port Chester.....	11.50
NEW YORK, ONTARIO AND WESTERN.....	318.77
Ontario, Carbondale and Scranton.....	2.91
Rome and Clinton.....	12.78
Utica, Clinton and Binghamton.....	31.30
Wharton Valley.....	6.80
New York and Massachusetts.....	34.99



Name of Company.	Miles in N. Y. State.
New York and New England.....	30.47
New York and Rockaway Beach.....	11.62
New York and Sea Beach .....	6.00
NEW YORK, SUSQUEHANNA AND WESTERN:	
Middletown, Unionville and Water Gap.....	13.90
Northern Adirondack.....	55.00
NORTHERN CENTRAL (of Pennsylvania):	
Elmira and Lake Ontario.....	99.61
Elmira and Williamsport.....	6.50
Orange County .....	10.70
Owasco River.....	.50
Pennsylvania, Poughkeepsie and Boston .....	3.78
PHILADELPHIA AND READING:	
Hayts Corners, Ovid and Willard .....	3.83
Lehigh Valley .....	135.21
Southern Central.....	115.03
Waverly and State Line.....	.40
Port Jervis, Monticello and New York.....	41.05
PROSPECT PARK AND CONEY ISLAND.....	6.23
New York and Coney Island.....	2.41
Prospect Park and Sea Beach.....	1.15
Rochester and Glen Haven .....	3.44
Rochester, Hornellsville and Lackawanna .....	27.92
Rochester and Lake Ontario.....	6.05
Schoharie Valley.....	4.38
Seneca Electric.....	4.00
Seneca Falls and Cayuga Lake.....	2.50
Silver Lake.....	6.86
Skaneateles.....	5.00
Southfield Branch .....	1.00
STATEN ISLAND RAPID TRANSIT.....	10.30
Staten Island .....	12.70
Sterling Mountain.....	7.60
Stony Clove and Catskill Mountain .....	14.30
ULSTER AND DELAWARE.....	77.61
Delaware and Otsego .....	8.79
Western New York and Pennsylvania .....	328.18
Wellsville, Coudersport and Pine Creek.....	10.12
Wallkill Valley .....	32.88

# INSPECTIONS.

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The reports of all the inspections made during the year ending June thirtieth are not presented in the current report. A change in the office of inspector was made by the Board on the first day of July of 1892, and the condensation of his notes into the usual reports was not made by the retiring officer. Such as are presented are the reports of the new officer.

## BUFFALO, ROCHESTER AND PITTSBURG RAILROAD.

### *Charlotte branch.*

From Lincoln park, near Rochester, about eleven miles to Charlotte, at Lake Ontario, and including connection with the old Rome, Watertown and Ogdensburg railroad, the alignment, road bed and track adjustment is the best. The structures are all in strong life, and in good condition. There are ten stone culverts, all in good condition. Cattle guards are slats and cross fences, and all well maintained, as are the signs at grade crossings; steel (seventy-one pound) rail is used and well spiked. On the eight miles of main track there are six curves, and the sharpest is five and a half degrees deflection angle. No passenger trains on this branch. Grass and weeds uncut, but to be cleared up in August. This branch is about three years old.

### *Main line.*

Extends from Rochester to State line south of Ashford, and from Ashford junction to Buffalo creek junction. Seventy-five to eighty thousand ties have been placed on ninety-four miles out of Rochester, and about sixteen thousand yet to go in this season. There has been built since 1890 sixty-five miles of woven wire fence, Buckley & Howell No. 9 wire, posts twelve feet apart, six strands. East of Mumford station is scattered about 4,000 feet of seventy-one-pound rail for renewal.

Near Mumford is a new branch constructed last fall to a woolen mill, also a new switch connecting Lehigh Valley railroad. The switches are all of the point pattern, in good order and well maintained. From near Lime Rock station to Wyoming station and beyond is sixty-pound steel rail, then seven miles of seventy-one-pound rail, and following this for some distance is sixty-pound rail which is followed again by seventy-pound, for four miles. Considerable change is being made to heavier rail all along the line. Generally speaking the line, surface and track adjustment is very fair, but many places were noted where much work should be done. Considerable work is being done in permanent construction; large quantities of sleepers are scattered for renewal, and



much gravel ballasting is being put in. There has been great improvement since last inspection in repairs to fences, and if the work is continued for a short time longer, this item will be nearly complete. Ditches, as a whole, are very well maintained the entire length of road.

At time of inspection the grass, weeds and brush was not well cut, though some work has been done in this direction. Beginning the first of August all hands, it is claimed, will be put at this work and followed closely until completion. The Lincoln park station is to be remodeled and built west of highway, and all old buildings to be torn down and a new supply house erected. Mumford station has been newly painted, as has the Le Roy station, and not a few others. The station at Bliss was built new last fall and now presents a good appearance. Great Valley station has a new platform and is neat and clean, also Ashford Junction station. The stations as a rule are very well maintained on the whole road.

The cattle guards, cross fencing and danger signs are well maintained, with few exceptions. There are about six through Pratt pin bridges, of which some are in good life, but need painting to some extent. There are about 144 small structures ranging from three feet span to fifty feet over all, with wooden stringers; seventy trestles and pile bridges, one swing bridge (iron) only a few trapizoidal trusses, and all in good order, about eight plate girders and rail girders, about five in number, several arches in connection with iron bridging. The swing bridge over slip of Erie canal, in Rochester, is about as reported previously.

There has been a great deal of work done in renewing small wooden structure, and a great deal more is necessary, for some of these are in quite bad repair. Considerable care is taken to keep water on trestle in case of fire, and some are constantly watched. Trestle bridge 25, about thirty-one bays long, galvanized iron covering for stringers, in fair good life, all pine, and five years old. If possible, this with quite a number like it, should be filled. Bridge 26 is composed of trestle approaches and deck girders on masonry with through arches, all in good form and fair condition. The trestle approaches should be filled. Bridge 29 — cattle pass should have new floor. Quite a few of the structures should have new guard timbers. Many of them are old and in poor life. Bridge 46 — piles should be cut down and bents of pine erected upon them. There were quite a few noted that should be treated in this same manner if allowed to be maintained. Near Eagle station is a high trestle over highway that is to be filled as soon as stone arch for highway is turned, which is now progressing toward completion. Near Edgemore station is a trestle about seventy-five feet long, and part of it has been renewed recently. Yet there are two bents that should be taken out as soon as possible. Not a little masonry needs attention on this road, and many places were noted where pointing and repairs are needed. Near Ellicotville is a new lattice girder seventy-four feet span, and next to it is a trestle (five bays, ten-foot centers) that has been renewed by bents placed on piles, cut off. Bridge 99 is an old Pratt pin, with Phoenix columns, sixty-foot span, and should be replaced by new modern bridge. Near West Seneca is a two-bay trestle in poor life that should be renewed, and at least one bay filled. The long trestle north of Rock Glen, reported in



bad condition in 1890, is still in existence. Some repairs are expected this summer. This structure is very bad and should be attended to at once. South of Rock Glen is a twenty-eight-bay trestle that needs considerable repairing.

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD — HUDSON  
RIVER DIVISION.

*Albany to New York — Main Line.*

This inspection was made from Albany, south, and the length is 143 miles from East Albany to New York city; double track, and laid with eighty pounds per yard steel rail mostly. About nineteen miles of 100 pound per yard steel has been laid at the southern end, and fifteen single track miles of eighty-pound steel since 1890. Some thirty miles of stone and gravel ballast have been placed since last inspection, and four miles of new wire fencing; also, twenty-eight small openings have been piped and filled, making a total length of 770 feet. Quite a number of stone arch culverts have been built new, twenty-five is reported, and sixty-one repaired. The cross-ties are in very strong life with few exceptions, and the tracks are in almost perfect alignment. The surface is kept very clean and in extra form. The sharpest curve is said to be six degrees and about 1,000 feet long; what is said under the heading Albany to Buffalo, with reference to curves, and scheduled speed of eighty-eight feet per second and more, is true as well here; though not having as sharp curves, still the pressure upon outer rails is proportionate. The rule reported to your inspector, is one-inch elevation for each degree of curvature for 60 miles per hour on this division. Great care is taken in keeping the fences in proper condition, and repair gangs were noted along the line. The adjustment of the tracks is certainly most excellent, and also the general surface. The passenger stations are, as a rule, in good clean, neat and permanent condition; considerable repairing has been done since 1890, and not a few improvements were noted. The Catskill station is being renovated, new roof and ceiling, and other minor repairs being in progress on day of inspection. Staatsburg station needs repairs to roof. A new station was in progress of construction at the time of inspection, in place of the old one at Garrisons. At Spuyten Duyvil, a new foot-bridge over the tracks, and outside, a covered platform was noted; also, at Morris Heights station. The Mott Haven depot building is to be moved back. There has been since 1890, considerable retaining and river wall construction, consisting of extra good material; most of this work is south of Peekskill. The block-signal system had been in use about a month, at the time of inspection, September sixth, from New York to Poughkeepsie. Between the latter place and Albany the work is being rapidly pushed toward completion. The ditches are kept open, and in good form with very few exceptions; there are sixty-seven public highway grade crossings; the cross fences, cattle-guards, and warning-signs generally are in very good condition. There are now some 1,900 yellow pine ties distributed for renewing; not a few places were noted along the line needing renewals, though generally in short spaces and between rail joints.

Bridge 341 should be overhauled as soon as possible, and materially strengthened; bridge 340 is deck-plate girder over water, and has poor



flooring, otherwise in good condition; bridge 334 is a cattle-pass and creek, has wooden stringers, but is soon to be renewed with deck-plate girders; bridge 323 is a small opening not in good permanent condition, and I would suggest it be covered with rail, and the masonry relaid; bridge 307, Howe truss, wooden, to be replaced in spring by iron structure; trains are said to be slowed down to twenty miles per hour in crossing; a new iron bridge should not be delayed at this point; bridge 303 consists of eight openings, about twenty-seven feet span, deck-plate girders; stone piers have been reinforced by pile butts on either side last spring; bridge 302 is two spans about thirty feet each, not in good condition, and should be attended to very shortly; bridge 296 is about twelve foot span, wooden girders, safe now, but to be replaced with I-beam girders; bridge 287 is now being renewed and strengthened. There are quite a number of small openings with wooden girders, and I would suggest no delay in placing deck-plate iron girders in their stead. A great amount of yellow pine flooring is being laid in standard form, and it is claimed by next inspection all old oak floors will have been renewed. Considerable repairs and relaying stone work should be accomplished on this division in the near future. The iron truss bridges are in good condition, and generally attended to with great care. Bridge 269 is a draw-bridge with deck-plate girders, and has not been used in a number of years; is about thirty-five foot span, and I would suggest that steps be taken looking toward the closing entirely of this opening as a draw. Bridge 248 was renewed last year entirely; fifteen foot opening and wooden girders. Bridge 246 is a twenty foot opening, wooden girders not in extra good condition now, and is to be replaced with iron girders this year, and should. Bridge 208 is deck-plate girders, and about twenty feet span; it should be closed up if possible; not used as an under crossing now. Bridge 196 has stone arch under No. 1 track, and has iron girder under No. 2 track. The arch is in good form and condition and should be extended under track 2 as soon as convenient. Bridge 182 is new and in excellent condition; consists of four bents fifteen-foot centres, all yellow pine. Bridge 178 is deck-plate girder, two spans of twenty feet; would suggest the abutment on north end be rebuilt very soon. The draw-bridge near New Hamburg is being overhauled and strengthened, both superstructure and masonry. Bridge 174 is about eight-foot span and has wooden girders; the south wall leans badly and has poor floor; should be attended to at once. Bridge 153, fifteen-foot opening, wooden girders, has poor abutment. There are quite a number of poor substructures that demand immediate attention. North of Croton there are some seven small openings piped and filled. South of Croton there are a number of new deck-plate girders in extra good condition. Bridges 89 and 88 have been renewed and generally overhauled since 1890. Bridge 72 about twenty-four foot span, through-plate girders, in excellent form and life. Bridge 14 on old main line consists of new through-plate girders in place of old Jack Knife draw-bridge. About 443 feet of low trestle now has new pine standard flooring. There are twenty-four rail-girder openings, and forty-four iron girders in very good life and condition, and great care is shown in maintaining them properly.



*Albany to Buffalo — Main line — Mohawk and Western Division.*

Two hundred and ninety-six miles of four-track road.

The west bound or No. 2 track is now composed entirely of eighty pounds per lineal yard steel rail. The fences are largely as before reported, in most excellent condition. The block signal system is being pushed to completion, the stations being from three to six miles apart, depending upon proper operating location, consisting of house on top of lattice open girders upheld by verticals of braced angle iron. These structures are light in metal but seem sufficient for their purpose. They span the four tracks at a proper elevation and the only criticism to be made is perhaps the great liability of the vertical angle iron bents being struck by derailed cars or extending beams, ties and the like on cars while passing, that may have become awry; the distance from the outer rail to the bents seldom exceeds five to six feet and the cars overhang the rails a foot or more. Since last inspection in 1890 a through fast train is being run between New York city and Buffalo and called the Empire State express. It was put on some time about November, 1891. Its time is considered fast, being scheduled at nearly a mile a minute, though seventy miles an hour and perhaps even more is made for short distances when necessary to make up for lost time; this speed necessitates considerable pressure against the outer rails, particularly on sharp curves, and when these rails have not been elevated properly to counteract centrifugal forces. This question of proper elevation is somewhat mooted, noticeably among railroad officials, yet it would seem too much care could not be taken to ensure absolute safety in this respect. Owing to the most excellent condition at present of both tracks (in every respect) the safe passage of curves is largely assured, and in the future also, assuming of course a continuance of these conditions. There are a number of sharp curves, noticably the "big nose" west of Yost's station and near mile post 249, those in the rock cut at Little Falls, and others needless to mention at this time, which during passage at sixty miles per hour or even less, is the cause of considerable alarm among passengers who realize that a defective rail or joint connection might easily be the means of perhaps instantly whirling them into eternity. Some, at least, of the curves have not been "trued up" by instrument since having been originally laid out, and as a consequence are at the present time, owing to frequent and constant shifting by reason of ballasting, retieing and rerailing, in a somewhat changed position, particularly those compounded, which fact is not conducive to safety when great speed is to be maintained. Your inspector is informed that the air-brake is put on and every precaution taken for safety in the passage of all sharp curves. It is suggested, however, that all the curves be "trued up" and relined properly by instrument, and sufficient elevation be given to the outer rails on all curves proportionate to maximum speed, or that the speed be lessened at all sharp curves so as to insure ample safety, say forty-five miles per hour. The east-bound track, or No. 2, is not in as good condition as the west-bound, with reference to life of ties. This fact was noted along the whole line, though new ties are being constantly placed, and in a short time it will no doubt equal No. 1. Large renewal of ties was noted in Nos. 3 and 4 tracks, and much



has been done in this respect since 1890; still much more is needed. Considerable attention is paid to the freight tracks as regards rail, joint fastenings, etc., yet they are not maintained in keeping with the great amount of heavy freight passing over them. Very large quantities of gravel ballast was noted on all four tracks as placed since 1890, and the general betterment in maintenance of way since that time was plainly visible along the entire line. Grass and weeds were noted as cut and cleaned up, and the roadway from fence to fence is kept in excellent condition. The cross fences at public highways were generally noted in extra neat condition, as were also all warning signs at grade crossings. The passenger stations remain about as previously reported, except the addition of an eating-room, about two hundred feet long, at the Rochester station. All of the stations have received their quota of regular repairs, and as a rule are most excellently maintained. Some of them, however, it would seem, demand renewing in modern design and conveniences, notably Little Falls and Utica. The former is very poor in accommodations, and an effort should be made to erect a more suitable structure. Utica may never have a new depot building properly arranged, although the city's growth would seem to demand it. The drainage of road bed is extra good, and great care is evinced in this respect. Considerable eighty-pound-per yard steel rail has been laid since last inspection; twenty miles has been laid on No. 2 track between Little Falls and Utica, and ten miles on No. 1. The bridge next west of Orange street, Albany, has recently been overhauled and strengthened. Bridge 364 over the western turnpike near mile post 294, has been laid with new standard yellow pine floor August last. Since 1890 about forty miles of track has been laid in the West Albany freight yard and arranged so as to hold fifty cars upon each "throw off." Near mile-post 285 was noted a five-foot opening under No. 2 track with wooden stringers both of which on north side of track were badly burned, and in a dangerous condition. The general road master who accompanied your inspector immediately gave orders to renew this structure at once. Bridge 382 over river west of Schenectady, is composed of deck-lattice girders and about nine spans, all in good condition, has new standard floor and ice breakers placed last winter. Bridge 400, ten-foot openings all new under every track since 1890. Bridge 406 is being repaired and placed in good order. Bridge 409 has three new iron girders, about twelve-foot opening and to be refloored next year; now in safe condition. Near mile-post 258 is a small opening with wooden girders on track No. 2; would suggest I beams be placed here. Bridge 413 is deck-plate girder, all good; new ones now being placed on tracks 3 and 4. Bridge 414, near mile-post 256, iron girders, new one on track No. 3 this year, all in good condition; the oak floor is to be renewed in yellow pine soon. Bridge 417, west of Fonda, deck-plate girders in good condition, rather old oak flooring, will renew with pine, two spans about thirty-six feet each, the guard timbers are poor. The masonry is in good sound condition, as is very generally the case on whole line, exceptions being noted. Bridge 449, between mile-posts 231 and 232, through-lattice girders, two spans, about sixty feet each, pine floor on tracks 1 and 2, and it was being repaired on day of inspection. The eight sixty-foot spans over West Canada creek of through-lattice trusses appeared all in good condition. No. 467, the next



bridge west of above, has new abutment and repairs completed last summer. Bridge 493, over Mohawk river, east of Utica, has new flooring and masonry somewhat new, since last inspection. The flood bridges immediately west of Utica have been new floored since last inspection, about seven in number. No. 519 is a two-opening bridge about ten feet each and I beam girders in fair condition now, but is to be filled. Bridge 524, two ten-foot openings has poor masonry and too old a flooring, but is said will be repaired soon. New standard flooring was noted on quite a number of structures east of Rome, in fact nearly every one between Rome and Utica. It is very satisfactory to note the improvements made since last inspection in the matter of flooring and general repairs on structures between Utica and De Witt, girders greatly strengthened was another feature between these points, particularly on east and west bound tracks Nos. 1 and 2. No. 581 is an opening about ten feet, wooden girders, not extra strong, but is to be immediately filled, and three cast-iron pipe lines utilized. The westerly abutment of bridge 617, overhangs, and is to be taken down and relaid this fall with heavier and better class of masonry. Bridge 619 is two-openings about fifty feet each over creek, near mile post 144. Deck-plate girders, too close to back walls west side, and the masonry needs repairs particularly on pier. At mile post 129 is bridge 627 over creek, and deck-plate girders, low in headroom, about twenty feet span, poor short oak floor on tracks 1 and 2. New girders were noted on freight tracks in excellent condition at this point. Bridge 638 is deck-plate girders, two openings about twelve feet each, masonry needs repairs, and floor is old oak and short; girder too close to back walls. At the 1,800 feet long bridge, Seneca river, new standard yellow pine flooring has been placed on tracks 1 and 2. Several piers were noted overhanging, and repairs, it was said, would be made soon. Not a few of the structures need cleaning on bridge seats. A large number of minor openings were seen to be covered with a solid flooring of T steel rails, also a large number were noted piped, and many were filled up entirely. This good work is to be continued, your inspector was informed. Most all of the structures over streets in the city of Rochester have been looked over, and refloored with yellow pine in standard form since 1890. The Genesee river bridge west of Rochester station is composed of a succession of deck-lattice girders on excellent heavy masonry. The masonry in piers and retaining walls at this point will soon need extensive rebuilding, and should not be delayed. The girders rest directly upon the stone masonry, tending thereby to crack and unseat the adjacent stone work in no small degree. Wooden wall plates it would seem should be inserted for the girders to rest upon, and give greater elasticity. The retaining wall on the curved portion was noted as overhanging somewhat. Some of the piers had iron rods tied back in walls to keep ends from moving. There are a great number of trains passing over this structure daily, and steps should be taken as soon as possible to place all of the stone work in absolute safe condition. Your inspector is informed that the railroad officials have in mind the work necessary at this point, and it is to be hoped the near future will see something done. Many of the small openings averaging say twelve feet, were noted, strengthened by doubling the girders since last inspection. At



- Batavia, a new interlocking house and appurtenances was noted since 1890. There is but one pile bridge, as reported in 1890, at Fairport and last spring it was overhauled and repaired and renewed to no small extent, yet a structure of stone and iron should be placed here. There has been about thirty small openings piped since 1890, and very nearly the same number filled up entirely. There still remains quite a number of wooden girders at small openings, but they are being filled and piped very fast. There are about eighty of these small openings that should be piped, filled or covered to make them permanent.

### *Harlem Division.*

This division is 126.96 miles long, and extends from Chatham to the Grand Central Depot, New York city. Largely composed of single track, though from Woodlawn to White Plains it is double track, and for a short distance between Mott Haven and Williams Bridge, four tracks are in operation very much like those in the city. Eighty-pound-per-yard steel rail is in use on the four tracks, and sixty-five-pound steel, taken from main lines much worn, but still serviceable, on the remainder. The fences along the entire line showed very careful attention. The cattle-guards and grade-crossing signs were found in place and in good life and order. Grass and weeds were cleaned up, and the general appearance along the right of way is clean and neat. Chestnut ties are used mostly on this division, though a good many yellow pine sleepers were found on the southern end. There has been since last inspection in 1890 a great many renewals, and generally speaking it is a well-tied road; still many more are needed. At all of the large structures "protection posts" to trusses were noted and all in good condition. New eighty-pound steel rail was noted near Dover Plains station, and it is said about ten more miles will soon be laid. Fifteen passenger trains each way daily does the business on the single track, and forty-five trains each way daily on the southern end. A new branch was noted about one-half mile long laid to ore beds near Amenia. There are no material changes as regards the passenger stations, and they are generally in fair condition when the ordinary repairs are made. Hartsdale, repairs needed on platform, also at Pleasantville. Pawling station roof leaks and rear platform needs some new planking. South Dover needs painting badly. At Chatham passengers are landed at the new Boston and Albany Railroad station, a stone pile very artistic in design and with many conveniences. The old frame building formerly used by the N. Y. C. & H. R. R. Co. as a station, is now being utilized as a freight house. Assurances were given your inspector that these and many more needed repairs would be made in the near future upon stations and surroundings. The ditches are well defined, and, as a rule, kept free from weeds, stones and "sluffed" material. North of Mount Vernon two spans of lattice girders, new, has been raised during the summer of 1892; it is now in excellent condition. Your inspector was assured that all wooden Howe truss bridges would be replaced by iron or steel bridges this year. This is certainly good news, as the old structures have about outlived their usefulness, besides having been a source of constant expense and anxiety to the company. Their construction ("form") precludes accurately knowing their condition,



and the safest thing is to remove them. The two minor openings next south of Scarsdale, while safe now, should, it would seem, require I beams for girders if they are to be maintained. The 100 feet span post combination through trusses north of Scarsdale is one of the old bridges to be replaced by iron. South of Hartsdale is a twelve-foot opening that should be piped if possible. The masonry under most all of the larger bridges is in good condition as a rule. That under the minor ones would suggest looking over, pointing up, and attending to such minor repairs as open points, clinking, replacing end stone, etc. North of Kenisco Cemetery station is a twelve-foot opening that should be piped; the present structure is old and hardly safe. North of Sherman Park is a new iron deck-plate girder placed last spring with standard floor; is now on pile false work waiting a decision as to double tracks before abutments are constructed. Bridge 68, next north, is about twelve feet span, old box iron floor beams as girders. This bridge should be refloored very soon. Officials said it would be done immediately. Steel road rails laid alternately bottom to top and in some instances pyriform in cross section, was noted on some of the smaller openings, which if properly placed, makes a strong form of girder up to about eight feet in height. Considerable of this work has been done since 1890, and it is suggested all short wooden girders be replaced by these rail stringers. A number of small openings on this line should either be piped and filled in, or completely covered over by rails of steel, cut and laid alternately bottom to top, and graveled over for ties to rest on. Bridge 78 is an old Howe truss, shored up now, waiting for new steel plate girder to replace it with. Not a few of the bridges of medium span need new flooring. It is claimed the timber is on its way, or has been ordered for the most of these. The flooring on bridge 87 should have renewals made in places. Bridge 91, north of Brewsters station, about twelve feet opening, should have I beams and flooring renewed. Bridge 99, two spans of about twelve feet each, has new floor but needs repairs on stone pier in center. Bridge 100, over creek, three spans need repairs to masonry; next north is a ten-foot opening covered over solidly last spring and is in good condition. Bridge 107 is now a through-plate girder, steel covered, U shaped, flooring of iron, and filled with gravel, making a strong and safe structure, completed about eight months ago.

Bridge 109 is now a new deck-plate girder steel about six months old, and has new standard yellow pine floor, the old deck Howe truss has not as yet been taken down. Bridge 113 was two spans of deck Howe truss over Ten Mile river, is now two spans of deck plate girder steel, built last year, and is on blocking yet. Would suggest that it be finished and masonry pointed. Bridge 114 steel deck-plate girder, about three years old, 115 feet span, has a new standard pine floor since last inspection. Bridge 115 is about the same age, character and length as last mentioned; both are excellent in form and condition. Bridge 117 is now a new through-plate girder with covered V shaped iron floor solid, in place of old through Howe truss. Broken stone ballast for approach was noted. South of Amenia station is now about sixty feet of pile trestle in place of double arches. This trestle is temporary, and is not in extra condition. Would suggest through-plate girder be



placed here, and as soon as possible. North of last mentioned station is about forty-five feet of temporary pile trestle, at wash out. While safe now it should be closed up with new structure before another flood. South of Sharon station are a number of open cattle guards that should be filled or piped. Next north of bridge 140, which is about an eighty feet span deck lattice girder in good life, is a cattle pass, small, that should be filled. It is unused, and masonry is braced up by timbers. South of Philmont is a deck Howe truss not in good condition. Your inspector was assured of a new iron structure here within a month. Thirty-six miles of new sixty-five-pound steel rail has been laid in last two years. There are 107 public highway grade crossings. Some eleven miles of new wire fencing was noted. About 152,000 new ties have been placed in last two years. There are only two timber bent trestles with total length of eighty feet. Five miles of gravel ballast is reported as laid since 1890.

*Mahopac Branch — Golden Bridge to Mahopac.*

This branch is about seven miles long, and is composed of sixty-five-pound per lineal yard steel rail, mostly quite old, and taken from main line. It is still in a fair state of preservation, considering its great service. There is some old sixty pound Rome rail on this road, also much worn. It is principally a summer road, though some business is done in the winter. One engine does most of the business. Mahopac lake, at its terminus, is visited by not a few pleasure seekers. The fencing is fairly well maintained and consists of wire and boards. Stub switches are in vogue. The neglect shown in maintenance of way is perhaps largely due to small traffic. It is suggested that if this branch is to be continued in operation more attention should be given it. Cattle-guard slats were noted as needing repairs. Rail joints protected by two bolts only in some instances. Too many poor ties. The whole branch much in need of tie renewals. The gravel and cinder ballast is fair. Eight trains daily. There are fourteen openings spanned by wooden girders ranging from three feet to perhaps twelve feet in length and repairs are needed in most every instance if they are to be maintained. I beam girders should be inserted on the larger of these, and the smaller ones covered with steel rail laid bottom to top and then covered with ballast. A few have rail girders now, and are in fair condition. The Howe deck truss No. 158 over Croton river has been overhauled and considerable work done on it. One I-beam girder was noted in good life, but the flooring is poor and should be removed. Bridge 160 is over a creek, two openings about twelve feet each with wooden bent in center and masonry abutments, oak floor, and needs repairs. The Mahopac station, formerly at the junction with the New York City and Northern Railroad, has been moved and remodeled to a point about one-half mile further on, and new track laid, all since last inspection. Somers Center station is small (frame) neat and clean. There has been about 4,000 tie renewals since last inspection. The percentage of curvature is twenty-seven. The sharpest curve is eight degrees and about 675 feet long.



*Mohawk Division — Schenectady to Green Island.*

Twenty-one miles long and single track, and as a rule, the road-bed is in very good condition. Some three miles of gravel ballast has been placed since 1890, also, about 12,924 new yellow pine ties. The rail is sixty-five pound per yard and still serviceable, though some of it is considerably worn and cut down. Nearly 1,000 ties were noted scattered for renewals. Some very poor ties were seen, but not at rail joints, and not many. The fencing is in good, strong, condition, seven miles having been erected since 1890. There are fourteen public highway grade-crossings and all protected by usual safe guards. Considerable improvement was noted since last inspection all along the line. Quite a few small openings have been covered with solid flooring of T rails. Six cast iron pipe lines take the place of as many small openings, and some have been filled entirely. The passenger stations are, as before reported, in neat, clean condition. No changes of moment in any of them. The small openings spanned by wooden girders are very few in number and will soon be covered or filled. The truss bridges are all in evident strong condition, and considerable attention has been given them. Some new iron cattle-guard slats were in place. Not a little new flooring is needed on some of the smaller openings. Small repairs to substructures have been made to some extent, and some little more is needed. The ditches, generally, are in extra condition; grass, weeds and brush has been cut and cleaned up. Nine new T rail girders have taken the place of wooden stringers since 1890.

*Western Division — Brighton Junction to Syracuse — (Old Road).*

This road is in very good condition, and, comparatively, has few openings for total length. The fences are most excellently maintained, and road-bed with few unfavorable features. The rail is sixty-five, pound, taken from main line, aside from renewals. The ties are mostly oak, and, as a rule, in extra life, though quite a number were noted as poor, but not many together. The surface and alignment, considering age of rails, is most excellent. Point switches are in use and well cared for. The joint fastenings were noted as very good. There are about ten sets of iron cattle slats, the rest being wooden, and all maintained in good order, as are the cross-fences and warning signs at public highway grade crossings. There has been, since last inspection, about fifteen miles of new steel rail laid and about the same mileage of gravel ballast placed. Large renewal of cross-ties has been made since 1890. Most all the crossings (and there are a great number), have cast iron braces, generally two and three per rail length. Not a few of these were noted as broken and cracked. The ties are laid quite close together and are of ample size. The flowers and grass plots along this road at stations are very nicely kept and tends to enhance appearances greatly. It does not cost much to maintain them, and the idea would seem to deserve encouragement. About sixteen miles of new wire fencing has been constructed since 1890. The passenger stations are, as before reported, mostly kept in good repair, neat and clean. At Canandaigua a new office has been provided for the roadmaster. The only adverse criticisms noticeable in connection with this depot is a poor turn-stile that should be renewed and made of heavier material.



A little more paving in the depot yard would add greatly to public convenience. Most all of the station buildings have been painted, and many quite recently. Bridge 83, over canal, has new abutment on west side. Bridge 82 is I beam deck girder, all in good order, except repairs to masonry. Bridge 70 is about forty feet span over creek. Deck lattice-girders should have new flooring, and iron work is in need of paint. There are quite a number of small openings that are to be covered with a flooring of solid T-rails, and not a few to be filled and piped. Bridge 62, near mile-post 66, is I beam deck girder and all new since 1890. There are a great number of stone-arch culverts, and all generally in extra good condition. Bridge 54 is new, through-plate girders, with standard oak flooring and good masonry.

Bridge 53 is a cattle pass, with new I beam deck girders, good flooring and masonry since 1890. Both piers and east abutment have been overhauled and renewed under bridge 41, Seneca river. Bridge 39 over Cayuga lake outlet has forty bays of pile trestle to be filled shortly. The ten spans of trapezoidal through lattice bridges are in good condition. Following these is about 300 feet of pile trestle to be filled soon. New iron was noted on ground for draw-bridge, as soon as navigation closes. The substructure is now in good strong life and form. Bridge 31 has overhanging abutment; it is a strong opening with I beam girders. Material is on ground for repairs and should be completed as soon as possible. Between mile posts 24 and 25 is a bad rail; should be removed. Bridges 17, 18 and 19 have been overhauled recently and are now in good condition. Some repairs were noted as being needed on not a few stone culverts, especially on "parapet" and "wing walls." As a whole the superstructures are in very good life and condition.

*Suspension Bridge to Rochester—(Falls Road).*

The inspection began at Suspension Bridge. It is single track mostly, and sixty-five-pound per yard steel rail, of which not a little has been renewed since 1890. Tie renewals were noted to a considerable extent since last inspection, yet not a few places exist where renewals are needed greatly, but as a whole the ties are now in fairly strong life. The roadbed is kept clean and very neat from fence to fence, and considerable grading has been done recently. The fences are kept up in good condition as a rule, though some places were noted as needing attention. Point switches are used and the bedded timbers kept in strong life, with very few exceptions. As a rule the warning signs are in good order and plainly seen at public highway grade crossings. The ditches remain as before reported, in extra good, open condition, except near mile post 435. The ballast cannot be said to be poor, though many places were noted where much is needed. Considerable has been done in this respect, however, since 1890. The passenger stations as a rule have about the same appearance as previously reported. The regular minor repairs have been largely made, and with few exceptions are all well maintained. The small frame passenger station at Lockport Junction, being constructed at last inspection, is convenient, neat and clean, with outside sittings, and good platform. The Lockport station is comparatively new, and while having modern design and comforts, yet modifications seem necessary. Circulation of



air is necessary under the floors, and something should be done to protect the brick work from roof water. Medina station is in need of paint and inside repairs. Bridge 199 has new deck plate girders, good oak floor. The next small opening easterly is new, also since 1890. There are quite a few open cattle-guards that could be filled up entirely, and not a few in need of iron piping. An effort is being made to close up all, if possible, of these troublesome small openings. A number of openings, averaging about eleven feet wide, have wooden stringers, and while safe at present, I beams are much preferable and it is suggested an early effort be made in this direction. Near West Lockport and east of it is a deck truss bridge over canal, all looked over and strengthened since last inspection. Next is about sixty feet of trapezoidal trusses and deck-plate girder over highway, all reinforced and has good flooring.

Block signal system was noted as being in course of construction through Lockport. Not a little work since 1890 has been put on covered arch stone culverts, three having been built this year and others repaired. Bridge 183 is small opening with wooden girders, would suggest, if to be maintained, new I beams and flooring immediately. Near mile-post 413 is stone culvert in need of repairs on parapet and wings. Bridge 170 is two fifteen-foot openings, deck-plate girders reinforced lately over raceway. Bridge 168, under street crossing, low trapezoidal trusses, has been reinforced very recently by new iron floor beams, as is the case with bridge 166. New blocking pieces under end of trusses east side are needed. Bridge 165 is a series of deck lattice girders over 300 feet total length; this has been reinforced by extra trusses; would suggest new floor; now too old; very narrow abutment east end should be widened. Bridge 164 is under farm crossing; now has new deck-plate girders and good standard flooring. Masonry is very good. Bridge 163 is a brand new Medina stone arch over "under farm crossing." West of Eagle Harbor is an opening that should be piped. It is too wide now. Wooden girders on bents, and not in good condition. East of Albion is an under-highway crossing spanned by new deck-plate girders with new standard floor. Masonry also excellent. Bridge 137 should be filled as soon as possible; has old narrow abutments. The next two or three open cattle-guards are to be filled. Good work is being done in covering not a few small water passes with solid T rail laid bottom to top alternately. Bridge 128 is a cattle-pass, and should be overhauled and I beams inserted. Masonry now very poor. Bridge 127 is a new through-plate girder over highway with iron bents, as is true of bridge 126. Also, which, however, has wooden girders over sidewalk, all in good form and condition. Bridge 118, about forty-foot span, has new deck-plate girders under west-bound track. Tie plates about three-eighths of an inch thick are being placed under all new rails laid and to be laid.

*Lockport Junction to North Tonawanda.*

This is a single-track road, having old rail sixty-five pounds per yard taken from main line as before reported. Considerable betterment was noted since last report in many respects. The fences are "up" in good condition and great care is shown in their maintenance. The condition



and life of ties is most excellent as a rule. Some poor ones were noted that need renewal badly; though these are far apart and will be renewed shortly, at least it was assured by the officials. Quite a large number of ties were piled at intervals for renewal. The ballast consists largely of coarse gravel and some cinders. Some short spaces were noted as needing ballast to fill out on shoulders. The general road-way is very orderly and well maintained. The grass, weeds and brush cut and cleaned up nicely. The warning signs are in very fair condition and in plain view from highways. Rails for renewal were noted upon posts at regular intervals. The cattle slats and cross fences are in good order and well cared for. The ditching is very good with but very few exceptions. Only a few stub switches were noted, and these are to be replaced with "point" switches soon. The rail is much worn in places and "cut" to some extent, though still serviceable. The joint fastenings are very well attended to as a rule, still too much care cannot be taken in this respect. Between mile posts twenty-one and twenty-two are three open cattle-guards that should be filled entirely, covered with rails solid, or iron pipes inserted. They are low to be sure, but absolute safety is aimed at in these suggestions. Between mile posts nineteen and twenty is a twenty-foot opening with wooden girders, very short head room and not in extra condition. Safe now, but would suggest iron girders. Next, southerly, are two open cattle-guards that should be filled or piped. There are two separate openings between mile posts eighteen and nineteen, each about ten-foot span; one has T-rail girders besides wooden ones, and is in safe condition as is the other which has wooden girders, but, if possible, they should be covered and narrowed up. Bridge 131 is two fifteen-foot openings over creek, with deck-plate girder-, short oak floor, about five feet head room, and all in good condition; masonry as well. Bridge 130 is a counterpart of last, and in same good condition as is bridge 129. Bridge 128 consists of two openings, one thirty-five feet and the other about twenty-five feet; the shorter now has new deck-plate girder, and the other is a Warren girder, somewhat shallow for span. Masonry should be overhauled, particularly the pier. Bridge 127 is an eight-foot opening with wooden girders in safe condition now, but should be closed and covered if possible. Hall's station is small and quite neatly kept, and is the only station.

*North Tonawanda to Batavia.*

This is a road not much used, though perhaps more recently than in years past. It is single track and about thirty-eight miles long. It is being improved from year to year, and lately has received considerable ballasting and new ties. The rail is composed of sixty-five-pound per yard from main line principally. Not a little new rail, however, has been placed since last inspection, and while much of it is old and worn, and somewhat "cut down," it is still serviceable for the amount of traffic carried on. The fences are kept up in very good condition along the entire line. A great amount of retieing has been done recently, and with occasional exceptions the ties are in very strong life as a rule. The roadway is cared for fairly well and grass, weeds and brush cleaned up on the whole road. Not a few switch timbers were noted as new, and shows good care intended in this respect.



Some fifteen pipe-lines have been placed since 1890, where was small openings. It is pleasureable to note these improvements, as well as the number of iron plate girders which have been put in recently. Ten small openings have been covered with rail, solid, since 1890. Bridge 125, at North Tonawanda, over the canal and street, is now through-plate girders, five spans, all new, and was putting on new standard pine flooring at time of inspection. Bridge 124 is through-plate girders, new pine flooring. Bridge 123 is about fifteen feet span, through-plate girders, with solid flooring. Next is a cattle guard that should be filled or covered. Bridge 121 is through plate girder, with solid U shaped floor, depressions filled with gravel. A through-plate girder bridge, solid floor, next to bridge 120, was noted, and is in excellent condition and new since 1890. There are quite a few small openings, having wooden girders, that should be covered or filled. East of Clarence Center station is a forty-foot span new deck-plate girders, over highway. The floor is extra good, as is the masonry. Bridge 106 is now through-plate girders, in place of deck-lattice girders, has new pine floor and masonry since last inspection. Bridge 95 has new wooden girders and while safe, would suggest a T rail covering. Twelve miles of new sixty-five-pound per yard steel rail has been laid since 1890. The passenger stations are, as a rule, not changed or materially bettered since 1890; however, they are kept up in regular yearly repairs.

*Canandaigua to Batavia.*

Fifty miles of single track, consisting of sixty-five pounds per lineal yard steel rail in very good adjustment considering the age of it, and well lined and surfaced generally speaking, though a number of places for considerable distances were noted as needing a little attention. The ditches as a rule were found in very good order, as were the fences. The owners of adjacent land seem to take pride however in not keeping up their fences as well as the railroad company. The road bed is excellent generally on the whole line. Considerable gravel ballast, new since last inspection, was noted, and a great deal has been done in retieing, mostly oak. A few places were noted where the ballast is somewhat slack on shoulders. The ties on the line are quite close together, and large generally. It is a very well tied road, though a considerable number of poor old ones were noted, mostly between joints. Those at the joints were found in strong life generally on whole line. The traffic is small on the line. Two passenger trains each way daily and three freight trains make up the bulk of business. Spikes were noted loose at joints in some instances and angle plates cracked, but to no great extent. There are quite a few stub switches at station yards, though these are being replaced by point switches generally. A few rails were noted broken at ends. Suggest for safety renewals at these places. The passenger stations remain as before, all of them, except some painting and small repairs about platforms, floors and inside surface. They all average well in neatness and order. There are many open cattle-guards that have either been filled up entirely or have been piped and covered since 1890. Quite a number were noted as still open, and while all were found in safe condition, yet assurances were given that all would be



treated as above in the very near future. Bridge 10, between mile post 41 and 42, has wooden stringers. This should be I beams. Bridge 23, over river near Honeoye Falls, has two 100-foot spans through McCollum wooden truss, said to have been built in 1852. Has a new oak floor since 1890. Bridge 27, near mile post 30, fifteen feet opening, has wooden girders. Would suggest deck-plate girder iron as soon as may be. Bridge 29, near mile post 24, is a pile structure of twenty bays, all oak. Should be filled in all but about fifty feet, and iron girders on good stone masonry constructed. The floor at present needs renewal. Absence of water for fire protection was noted. Bridge 30 over river is a through Howe truss about 185 feet span. While putting on a new standard pine floor last summer the lower chord or northerly truss was found badly strained and pulled somewhat apart. Piles were immediately driven and the structure safely shoved up. A pier in center and two through plate girder spans will be made, or perhaps a through span of high iron trusses inserted. The latter, owing to the vicious nature of this stream in flood time, may be decided upon. It is suggested that immediate steps be taken to ensure permanency at this point. In addition to the pile shoving beneath round iron rods about an inch and a half in diameter tie the upper and lower chords together. Everything seems to have been done to ensure safety, temporarily at least. Between mile posts 23 and 24 is a pile flood bridge about five bays in extent in safe condition now. But the suggestion is made that it should be filled in all but about seventy feet, and a deck-plate girder used. The next bridge, No. 32, is a little longer but it would seem a like treatment would be advisable. Bridge No. 61 a fifteen-foot opening is to be filled entirely. It is safe now and in strong life but there is no necessity for its maintenance longer. There are twenty-six small openings ranging from two to ten feet in width, including quite a number of cattle-guards, that should be covered with rails solidly, piped or filled entirely, and it is satisfactory to note that this is being done gradually as noted above. This road presents great improvements since 1890. At Honeoye Falls station a new railroad is being connected, and the line extends to Lima, a distance of about nine miles. The Genesee Valley Falls station, on the Erie Railroad at the grade crossing with this branch, is not it would seem advantageously located, it being on the inside of the curve, and consequently hidden from view. Concerted effort would easily better the location and add greatly to general safety by moving the building about fifty feet to the opposite side.

*De Witt to Geddes.*

Eight miles and a quarter of double track for freight, wholly between DeWitt and the Oswego junction where the main line is reached again and followed. No change has been made since 1890 in rails, it being sixty-five pounds per linear yard, taken from main line. The ties were found generally in strong life, though some very poor ones were noted. Some ties for renewal, and gravel for ballast was noted along the line in places. Still much more is needed to ensure perfect maintenance. Not a little ballasting has been done since 1890 however. The grade crossing signs were noted as up and in good condition, though cattle-guard slats were missing in several instances. The grass



and weeds have been cut and cleaned up, and the surface generally is in good order. The alignment and track adjustment is fair considering the heavy traffic and age of rails. The minor openings are in need of considerable repairs. There has been, since last inspection, four new I beam girders laid under both tracks all in good order and ample. There still remain a few open cattle-guards, that it would seem should either be covered over solidly with rails, or filled in; they are now in no extra condition. The substructures generally are in good form and life but some little pointing would better their condition. The larger bridges on this branch appear in good condition, and aside from a few minor defects, the floors are in fair condition and amply strong. Some new floors also have been built since last inspection.

*Buffalo to Lewiston via Suspension Bridge.*

(Buffalo to Suspension Bridge.)

The inspection of this line began at Buffalo. About fifteen miles is the extent to the bridge. The roadbed generally speaking is in good order and neatly kept. A large number of tie renewals was noted, and considerable ballast, but much more is needed. Line and adjustment is very good, with few exceptions, these being mostly where old rail exists. The rail joints are as a rule well attended to, and the joints, bars and bolts are generally strong and secure. A few switch timbers were noted not in strong life, but as a rule they are very well renewed. Point switches are largely in use and in very good order. Grass, weeds and brush is very generally cut and cleaned up. The fencing is very well attended to and is repaired regularly. Some places the ballast was noticed as scant, near mile post No. 8, and at other points, but not for any great distances. The ties are close together and fairly large, and some were noted in very poor life and should be attended to, though not many were in this condition. The warning signs at grade crossings of public highways were generally noted as up and in good plain view and condition. Not a few open cattle-guards have been filled, and slats placed, the cross fences also, where seen were in good condition. The ditches are open and well kept generally. A new freight house has been built since 1890 at Ohio street, and is 300 feet long and somewhat in flat iron form, being about 160 feet on one end and the other less. Ferry station needs painting. At Black Rock is a new tank, and water closets since 1890. The roadmaster has new frame office at North Tonawanda opposite station, which is, as before reported except ordinary repairs. The stations are all in neat condition and very well maintained. Over slip three is a trapezoidal riveted truss bridge overhauled and repaired since 1890. Near by is a new round house and appurtenances. Next is quite a long piece of filling since 1890, where was a trestle perhaps 500 feet long. South of Ferry station are five bays, twelve feet centers, south bound track with I beams inside of wooden girders all on bents. Bridge 8 is low trapezoidal truss, about forty feet span covered with planking in fair life, and looks good. Bridge 11 is to be filled, now about thirty feet opening. Flagmen were noted at nearly all street crossings at grade. New sixty-five pound per yard steel rail in good condition, is laid from North Buffalo on both tracks to Tonawanda. Truss protection posts are in place at each end of



through truss bridges. Bridge 16 over canal has oak flooring, not in extra condition. Officials said a new standard pine floor would be laid shortly. Bridge 17 has new deck-plate girders, also been doubled in metal partly, and is soon to have new standard flooring, which should not be delayed. A little north of North Tonawanda station is an opening, small with wooden girders, would suggest I beams shortly if it is to be maintained; bridge 21 has two openings about ten feet each on north bound track, should either be arched as is the case under south bound, or narrowed and covered solidly; should be done very soon. There are quite a few of these small openings that could, with a little effort, be made permanent, and it is suggested that they be made permanent as soon as possible. There are quite a few of the open cattle guards remaining that could, with small effort, be filled or piped; the large truss bridges all appear in good condition; the substructures generally are in good sound condition, but some pointing and resetting of stone work was noted as necessary but not to any great extent.

#### *Suspension Bridge to Lewiston.*

This is a single-track road along the Niagara river. Its business consists largely in summer travel; observation cars are mostly used; the grades are quite steep; no speed of moment is made, and the road, generally speaking, is not in very good condition, though answering, perhaps, all the general requirements of safety; sixteen trains each way daily does the business satisfactorily, and four trains in winter. At the Lewiston end the track is, if anything, in most need of attention. The first structure has new masonry just completed, and is excellent in its construction and material, otherwise in very good shape. A retaining wall along the river side it is said, will be constructed this winter. Three watchmen patrol the tracks in places where the overhanging rocks give evidence of falling on to the track; the cross-ties are in very good life, except at intervals, and generally along intermediate rail lengths. Those at the joints are, as a rule, extra good. The ballast is composed of broken ledge stone and some gravel. The rail is very much worn and sixty-five pounds per yard; the joint fastenings are ample; the iron work was noted on the ground as was the piece timber for floor renewal of an opening which has wooden girders now, and is next south of an eighty foot opening with high deck trusses which are evidently in good form and life. There is a short stone arch tunnel next in good condition, though above arch near south end, filling is suggested for great safety; a space of about four feet now exists between arch and solid rock above; next is a ten-foot opening with new, extra good masonry abutments built last spring, and I beams with fair life of flooring, though short. The fencing generally is very good; some of the small one and a half foot openings need repairs; Lewiston station is neat and clean; stub switches are used to some extent.

#### *Batavia to Attica.*

This is a single-track road, with steel rail sixty-five pounds per yard. Some cut rails were noted, and many worn considerably; still the larger part is serviceable yet, and considering the few trains (four each way daily) the track is in fair condition for ordinary traffic.

The cross-ties generally are in very good strength of life, though some poor ones were noted, but few, comparatively speaking. The gravel ballast is fair and there is considerable of it, though places were noted indicative of thinness. Some places it was scantily placed, but as a whole, in fair condition. The fences have been repaired to some extent and regular attention paid them. The station at Alexander is neat and clean and has received its usual repairs. The ditches are fairly well attended to and present a good appearance. The grass, weeds and brush are cut and cleaned up. Considerable improvement is noticeable generally speaking on whole road since 1890. There are forty-two structures all together, the larger percentage of them being composed of T-rail girders placed together proportionate with opening. Not less than six openings are spanned by wooden girders, all safe now, but would suggest that they be replaced with iron. Some of them are to be piped and filled, and not a few of the rail-girder openings could, and should, be piped or covered over solid. The masonry generally is in good condition, though considerable pointing and minor repairs are needed. Bridge 76 is now through-plate girders and new standard flooring in excellent condition since 1890.

#### *Geneva and Lyons.*

About fourteen miles long, of which about six miles is double-track, all sixty-five-pound steel rail per yard. The adjustment of tracks is very good generally speaking. The line and surface is also good. There are twenty trains each way daily. The cross-ties while mostly in fair strength of life, considerable renewing should be done, and not a little has been done recently. The cattle slats, cross fences and warning signs were noted up as a rule, in good condition. The fencing is mostly wire and boards and kept up in very good form. There are only a few small stations and waiting places, but they are neat and clean. The joint fastenings are kept in good condition, as a rule, but some were noted in not extra shape. This road is well ballasted as a whole, and in places where more is needed the officials gave assurances to your inspector it would soon be placed. On the Y's, near Geneva Junction, are two pile trestle bridges that have been re-enforced by extra pile bents since 1890, and are now in good life. Bridge 4 is pile trestle of three bays, piles and caps newly placed since 1890; would suggest narrowing up and new deck-plate girders, also the same treatment with 5, 6, 7 and 9. These are cattle and under farm passes and do not require more than ten or twelve feet opening; they now have three and four openings each ten to twelve feet, center to center of caps. They are safe and in good condition now, however. Bridge 10 is in Lyons freight yard and in good condition. Considerable repairing has been done on all structures.

#### *Charlotte Branch.*

This is a busy branch during summer, there being forty trains daily, including four freight trains, and in winter it is narrowed down to four trains each way daily. It is about eight miles long and makes a loop around Charlotte Beach, which is quite a summer resort. The rail is



sixty-five pound per yard, taken from main line. The alignment and surface is very good. Braces were noted on curves and the track is very well adjusted for its age. The switches are made up of "stub" and "point," though not many of the former were noticed. Considerable work has been done in tie renewals, and many are scattered for use. They are close together where laid and generally in fairly strong life. The ballast is generally full and in good condition, and consists mostly of coarse gravel. Open, well-cared-for ditching is the rule on this branch, and fences are kept up fairly well for size of fence gang. Some new steel rail was noted on the ground in readiness for renewal. Iron piping is being utilized in not a few instances to close up small openings, and this good work is to be continued, your inspector was assured. Near Otis station is a small opening, about twelve feet, with I beams under one track and wooden girders under the other. Next north is another small opening that should be piped if possible. Near the junction with Falls road is a fifteen-foot opening on quite a skew; now has I beams and is to be piped very shortly. Most of the openings on this branch are small. There are nine public highway grade crossings and warning signs and cross-fences are in good condition. Thirteen trackmen, including foremen, are engaged along the line. The sharpest degree of curvature per 100 feet chords is five degrees, and the percentage of curvature is twelve per cent. Some 4,500 tie removals have been made since 1890, and about 1,200 were noted distributed.

#### *Brewery Branch.*

Freight traffic entirely, and about 3,000 feet long, extending from the main line near the west end of the Rochester station, down and along the bank of the Genesee river to the Bartholomay brewery. A trestle about 1,000 feet long, consisting of piles and bents, generally in fair condition now. Quite a number of sills were noted covered completely by soil. It is suggested that all sills should be cleaned off, if a heavy retaining wall is not to be constructed soon. Piles are all oak, and the girders or stringers. Caps and sills are all pine, in good strong life now. The flooring is oak, in good condition at present. The five bays of trestle near the main line is in fair condition, but the floor needs some renewing. Next the brewery is about 350 feet of trestle with fair oak floor, but the sills in many instances are covered as above noted in the longer one. Rock foundation is easily attainable along the river front, and it is suggested for permanency that the railroad and brewery companies combine and construct a suitable retaining wall and fill in these long trestles. Some exceedingly short curves were noted in the yard.

#### *Buffalo Belt Line.*

This road extends from main line near the William street station through the suburbs, northerly and westerly, and connects near Niagara river with the Suspension Bridge line, and is about eight miles long; is double-tracked and consists of sixty-five-pound rail. Considerable retieing was noted as necessary, also reballasting at intervals, though generally this line is in fair condition. Places were noted where ties were not a little sunken, and considerable tamping was necessary.

Some very poor ties were found in places, needing immediate renewal. The joint bars are made up of various kinds and bolts were noted missing, though to no great extent. Still, more care is suggested as regards rail joint fastenings. A fifty-foot opening, "trestle" on piles, has a stone culvert now, and is being filled. One open cattle-guard was noted, and, if possible, it should be piped or covered. The passenger stations are in neat, clean condition. A new one was noted near Black Rock, frame, and in good condition.

Upon the transmission of the above report, the New York Central and Hudson River Railroad Company filed with the Board, the following memoranda of improvements made and begun :

Bridge 246, abutments have been rebuilt, and solid floor been put in since inspection.

Bridge 196, abutments are to be extended and built up for new iron girders already contracted for.

Bridge 178, abutments will be rebuilt this season.

Bridge 174, abutments will be repaired, and rail-floor bridge put in early this season.

Bridge 153, bents are now in, and new stringers put on, but we expect to put in three lines of cast iron pipe, which are now ordered, and fill up the openings.

Bridge 341, we are now enlarging the opening, and putting in new abutments for new girder bridge, to be fifty-nine feet in the clear. Bridge is already contracted for.

Bridge 340, floor will be renewed early this spring.

Bridge 334 is to be taken up by our chief engineer, with regard to renewing the stringers.

Bridge 323, bents are now in to make the bridge secure, but will be overhauled this season.

Bridge 307, to be entirely rebuilt in the spring.

Bridge 303, abutments will be rebuilt this season.

Bridge 302, abutments will be rebuilt this season.

Bridge 296, solid rail-floor bridge will be put in this season.

Small openings mentioned are to be replaced with solid rail floor bridges this season.

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#### NEW YORK, LAKE ERIE AND WESTERN RAILROAD SYSTEM.

The inspection of this system was begun Tuesday, July twentieth, and the main line and branches were examined carefully. The main lines are double-tracked from the State line between New Jersey and New York, to Buffalo, a distance of about 350 miles. Total mileage of this system in the State is about 900 miles.

#### *Northern Division.*

This division lies principally in the State of New Jersey; there being about six miles in New York State, from State line to Nyack. The rail upon the section from State line to Sparkill, consists of steel (sixty-eight-pound) on west-bound track, new since last inspection, and



(sixty-three-pound) old on east-bound. The road-bed is well formed and properly maintained, with good ditching, and ties in excellent life, and in as close position as before. The passenger stations are, generally speaking, in good condition. At Nyack the roof has been repaired lately, and is to be painted shortly. The grass and weeds need cutting in some places, but this is being done as fast as the section gangs are at liberty from more important work; ties mostly white oak. North of Piermont-on-the-Hill, is an opening, twenty feet span, the iron work of which was new last fall. I beam girder-deck and good strong floor. North of South Nyack is a small opening, about four feet span; everything renewed about it last spring. The structures upon this division are, generally speaking, in good order and amply strong.

### *Piermont Branch.*

This branch extends from the dock in the Hudson river at Piermont to Suffern, and is seventeen miles in extent. Sixty-three-pound steel rail in good line and adjustment generally, although some places were noted where work is needed in truing up. West of Sparkill is an eight-foot opening, stringers wood and in good life; the floor, however, needs renewing; next west is an opening, fifteen feet, plate iron girders, on masonry abutments, good pine floor; the traffic upon this branch is not much, being four trains each way daily, and two each way Sundays.

West of Blauveltville are eight bays of yellow pine trestle in good condition and strong life; this structure should have water stored upon it for use in case of fire. The fences are broken and down in some places and need repairs generally. The passenger stations are all in fairly good condition, though some need painting.

The tie renewals have been considerable recently, and mostly of oak, pine and chestnut, well laid and bedded quite closely, and generally in strong life. The ties upon this branch appear to be good, though renewals are needed in some places. The general appearance of the roadway is somewhat untidy, and considerable work can be done in clearing up. Some of the stations upon this branch are owned by private parties, and particularly the one next west of Spring Valley needs repairs.

West of Tallmans is a wooden trestle without water. This structure is otherwise in good condition, seventeen bents ten feet center to center. This branch could be placed in excellent condition with but a small outlay of money, and some of the cattle-guards could be filled up that now require constant attention and frequent renewals.

### *Main Line — Suffern to Newburgh Junction.*

From Suffern to State line, a distance of about one mile or less, there are no structures. Seventy-four-pound rail well laid and in very good adjustment now on main line. Sloatsburg station (brick), in fair condition, needs painting; somewhat dingy inside. Tuxedo station, excellent depot and in extra condition; the absence of one door knob was noticed. Southfield station, somewhat old and dilapidated, very small; the passenger traffic is very light here; some repairs are needed. The station at Arden is in extra good condition, which is true



generally of most stations; grass plots and flowers look very nice and add greatly to appearances. Positive block signal system is in operation. All point switches in good order, as are all bedded timbers. Slag ballast is used largely on the main line for both tracks, and makes most excellent ballast where used in sufficient depth. Fences are not kept up well, the reason being given that private owners of adjacent lands who reserved the right to keep up fences fail to do so, and again the road follows the Ramapo river closely for some distance. West of Sloatsburg is one small opening with wooden stringers now, but iron girders have been ordered, and it is to be hoped they will soon be put in, as the present structure is badly in need of renewal. Immediately west is needed some new sleepers. West of Southfield is an opening about sixty feet span; trusses made up of Warren girder and Howe. Trusses put up last winter, all in good life, including floor and masonry. All of the structures on this line are in good, fair condition. Rail, ties, etc., scattered for two more tracks to Arden. Plate girders and I beams are used mostly on this line for small openings.

#### *Newburgh Branch.*

From Greycourt to Newburgh is properly the above named branch, and from Turner's Junction (sometimes called Newburgh Junction) to Vailsgate Junction is called the Newburgh short cut. These two branches form a letter "V" nearly, the first being about nineteen miles and the second thirteen miles long. Sixty three-pound rail from main line is used, and some of it badly worn. The structures upon these branches are as reported before mostly; masonry needs attention and pointing on some on them; small opening near Cornwall should, if possible, be filled in with iron pipe. Floor on iron trestle south of Newburgh needs repairs. A Pratt pin seventy-five-foot span near Newburgh station is to be reinforced by two new I beams for floor support. North of New Windsor station is a small opening, about to cover and insert iron pipe. Next, southerly, is a small opening; west-bound track is to be replaced by iron. The east-bound structure now has I beams and is in good condition. All of the bridges are good on west bound track from New Windsor to Vailsgate Junction. South of Vailsgate is a thirty-foot opening, under-highway crossing, and new iron is on the ground for renewal. North of Washingtonville is a Pratt-pin bridge, 120-foot span over Murderers' creek. It is to be replaced by a heavier bridge, and iron work is now on the ground.

Bridge No. 7, near Washingtonville, pine deck and approach should have water stored on floor in case of fire. Some poor ties at approach need renewing. Two small openings north of Craigsville are to be covered and iron pipe used. Some of the structures upon these branches need painting badly. The stations upon these branches are in good condition, generally speaking, except in some instances paint would go far to preserve the wood-work and enhance appearances. The line and surface on these branches, generally speaking, is fair. Track adjustment generally fair, but needs some attention. Fencing, generally, is good, but is being repaired in many places. The ditches, as a rule, are well taken care of. The grass and weeds are being cut and cleared up. As a whole, the branches are well taken care of.



*Eastern Division.*

From Newburgh Junction (or Turner's Junction) to Port Jervis, about fifty-six miles, laid with new steel rails, generally seventy-four-pound, well laid and adjusted. The line surface and general roadbed is in very good condition and shows careful attention. All rails are fastened with angle bars, six bolts per joint, and well attended to. The sleepers on this division are kept in strong life. Ties in poor life are very infrequent on this line. It would seem some thing should be done about keeping the fences upon this division in a better condition, either by private land owner or the company. An eighty-foot span plate-girder bridge near Turner's has been built new since last inspection, and is in excellent condition, as well as its masonry substructure. The masonry, generally, on this division is in good form and condition. West of Chester some small openings have been made permanent by closing up and using iron pipe thirty inches in diameter; west of Otisville are more small openings closed and filled in over iron pipe. Quite a number of openings, averaging eight and ten feet, have been refloored and otherwise strengthened during the last year. The bridge structures, generally, are in good condition. At Middletown will be built this year an interlocking tower; also, one about a mile above here. A third track is being laid out at Goshen, about two miles. This division now has stone ballast for twenty-six miles east of Port Jervis. It is pleasing to note the large quantities of broken stone ballast upon this line, and also the depth under cross-ties. Cattle-guard slats are broken, and out of place in some instances; grass and weeds are being cut and cleared up. Near Middletown are quite a number of extra large ties, fourteen per rail-length. Passenger stations are generally in good condition, neat and tidy. The company rents from private parties some of the stations, and it is noticeable where this is the case repairs are needed much more than where the company owns. West of Middletown and near Howell's is five miles of broken stone ballast, placed last year under both tracks. The tie renewals on this division are being kept up satisfactorily. As previously reported, from State line to Sufferns is excellent stone ballast, and with what has been placed since 1890, leaves but little to do on the main line. The curves on this division are carefully attended to and very good in adjustment, both as to proper alignment of curvature and resistance of centrifugal force. The method of elevating the outer rail, and formula used, is very good. The outer rail is also braced amply upon all sharp curves.

*Montgomery and Pine Island Branches.*

From Pine Island to Goshen four trains each way daily do the business. Three hundred tons of sixty-three-pound rail have been placed upon these branches very recently. The Pennsylvania, Poughkeepsie & Boston Railroad, together with the Wallkill Valley road, have trackage upon these branches. The traffic upon this line is light, and no speed of moment, which accounts, probably, for some neglect shown in line and surface and track adjustment. The fences are fairly kept up, and consist of wire and boards, with posts about twelve-foot centers. The low, wet lands, of which there is considerable on this line, is not fenced, and there hardly seems a necessity for it. The sleepers are



only in fair life mostly, though renewals were noted. Quite a few small openings. Wooden stringers were noted south of Goshen, averaging about four-foot-span, which, it would seem, could be filled, and iron pipe utilized. They were found in fair condition, but are a constant source of trouble and expense, and the sooner they are covered, the better. The over-head highway-crossing bridges were in good life and condition. Some of the small openings were noted that require new floors, and attention as to lagging. This branch is about twelve miles long, and runs on what was once a lake bottom, evidently for a considerable distance. Small bridge on piles has been renewed since 1890. The passenger stations are about as previously reported, generally ample, neat and tidy. About 500 ties renewed last year per mile.

From Goshen to Montgomery, single track, sixty-three-pound rail, taken from main line. The sleepers consist mostly of chestnut, and are, generally speaking, in fair, strong life. Constant renewals are being made, about 500 per mile per year. Grade-crossing signs are in place, properly located and painted. The switches on these branches are made up of point and stub, and the timbers are kept in strong life. There are no large openings of moment on these branches, and though there are a good many small ones, some attention is given to them. Grass and weeds are being cut and cleaned up, though some places were noted where grass covers roadbed.

#### *Crawford Branch.*

From Middletown, about four miles, the New York, Ontario and Western Railroad own and operate as far as Crawford Junction. There the Crawford branch extends to Pine Bush, about ten miles, single track, stub switches, very little traffic upon this line. Hardly enough to keep rust off the rails. Track is overgrown with grass and weeds to a considerable extent. Sixty-three-pound rails, taken from main line, which is the case generally upon this system. The only new work done upon this branch to speak of is fence repairs and some renewals to the same. The openings are confined almost entirely to small cattle and sheep passes. The ties upon this branch are generally in extra strong life. Most of the substructure masonry is composed of dry walls, and while made and laid in a good workmanlike manner yet for stability should be attended to. Bullville passenger station was built new last year, and now presents a neat appearance, and is amply large. Line and surface is fair, and track adjustment is good where recently attended to. The wooden timber docking for abutments is, when new, fairly safe, but should be replaced with stone masonry, and an attempt should be made to replace wooden stringers with I beams. Quite a few of the smallest structures have been renewed since 1890. Water is kept in pails in all the stations for fire protection, and this is generally true over the entire system.

#### *Delaware Division.*

Seventy-four-pound steel rail on whole division except half mile of eighty-four-pound. There is about thirty-five miles of double track, stone ballasted. There is about eighty-five miles in this State occupied by this division, and about fifteen miles in Pennsylvania. This division



is largely curved, owing to its following the Delaware river. It is pleasing to note the excellent line, surface and track adjustment particularly upon curves; about 15,000 tie renewals since 1890. Large quantities of sleepers were scattered and ready to be placed. There has been nine miles of new wire fence put up since 1890, a large number of small openings filled in last year, something like 100 of them, and iron pipe utilized. There has been about 200 since last inspection in 1890. The grass is cut upon this division, beginning first of August. The switches upon this line are all point, and in good order, as well as the timbers for same, and they are so located that accidents seem impossible, by reason of their being "tail on." Bridge No. 12 is an under-highway crossing, yellow pine floor, about fifteen feet span and in strong life. Considerable tie renewals being made here on east-bound track. Bridge No. 13 is over Callicoon river, four spans; new plate girders, very heavy and strong, on masonry piers, are being placed here. The style is "pine deck," and when finished will be extra safe. This division is in every way in most excellent condition except fences. The adjacent land owners, it is claimed, are largely to blame for this. But some course, it would seem, should be adopted whereby the fences might be kept in position and repairs. At a point upon this division where it is necessary to nearly go east to go west, are some bad slipping materials on side hills, and not a few small openings are maintained here and are of a necessity, owing to the great quantities of storm water from the abrupt hill sides. This is a bad and unsafe stretch, being hemmed in upon one side by the river, and the other by high abrupt hill slopes. Yet everything is watched carefully and constantly. Bridge No. 18 over east branch of the Delaware river, two spans 190 feet each, Pratt pin, very heavy and strong, double bracing on top of trusses and standard pine floor, with extra good masonry substructure, new this year. West of Hancock iron pipe is to be utilized in filling small openings that have no excuse for existence on a division so well maintained as this. Near the Ontario and Western railroad overcrossing is a through, Pratt-pin bridge of 100 feet span, built in 1883, and seems a little light for the present heavy traffic. Rails are kept on hand at every mile post in readiness for renewal. The heavy No. 6 stone crusher, at work on stone ballasting material, will be moved to this division probably next year; the eastern division will have then been completely ballasted. Bridge No. 22 is a through Pratt-pin bridge of two spans, about 112 feet each, no guard rails, but they will be placed soon; masonry is good, of modern design and well able to stand heavy traffic. The passenger stations are all well maintained, though some few need painting. Flower and grass lawns are seen quite frequently and they certainly assist in making pleasant the station surroundings. The drainage upon this division is most excellent and well maintained. All cattle guards are of the slat form and in good order; grade-crossing signs of danger are in place and well painted.

#### *Susquehanna Division.*

This division begins in the State of Pennsylvania near Susquehanna and extends from a point one and one-half miles east of Susquehanna to a point two and one-half miles east of Hornellsville. There is at present eleven and one-quarter miles of double track laid with sixty-



three-pound rail, one and one-half of seventy-four-pound rail through Binghamton, thirty-nine and three-fourths of eighty-pound rail with the exception of one mile on one track of sixty-three pound, which will be filled probably this year. Forty-five and three-quarter miles of double track, seventy-four pound rail, twenty-nine miles of double track, eighty-pound. The tie renewals this year will be about 110,000. Including the State of Pennsylvania, there is 140 miles of this division, or about 130 miles in New York. East of Kirwood is an opening forty foot span plate girder, over creek; good oak floor. The girder under east-bound track is very old, perhaps twenty years, and the one under west-bound track about three years old, masonry very good. There is about thirty per cent curvature upon this division. Bridge 13 is forty-five foot span. "Plate girder through;" floor should be renewed; now consists of oak. This structure is over a creek, with about five feet head room. Switches all "tail on," except in yards on division. Some of the small openings need new flooring badly. Since last inspection there has been placed 40,000 pair of new pattern angle plates at rail joints. Bridge No. 16, about fifty-five foot span, plate girder, oak floor and oak guard timbers in fair life; it is over a very rapid creek. Protection should be given foundation timbers under abutments either by stone filling or maintaining dam on down-stream side to make still water over timber and protect from washing. A fifty-foot under highway crossing bridge, plate girder floor on top of beams, all new back walls yet to be constructed; material on ground; good strong structure. Through plate girder near Binghamton station over Court street, about fifty feet in clear, all new. Bridge No. 21 is about 1,100 feet long, twelve spans, consisting of modern style trusses, pine deck and Warren, girders, all in good life; Chenango river, no guard rails and no water in barrels, masonry in good condition. Considerable floor renewals have been made since last inspection upon small bridges. Bridge No. 43A is thirty-three foot span, under crossing of main line of the Lehigh Valley Railroad; new last month, masonry and all. Quite a few small openings closed by inserting iron pipe, near Chemung station since 1890. This division is fortunate in having a large percentage of iron trussing and plate girders and many changes from wooden stringers to I beams and plate girders in small structures were noted. The line and surface of tracks and roadbed show great care and attention. Track adjustment is very good and shows much care. The curves are extra well adjusted and the elevation of the outer rails agree almost perfectly with speed of trains. Fences are fairly well maintained, though many places were noted where repairs are needed, except through cultivated lands. Drainage of roadbed and adjacent land is good. Tile pipe, open joints, is largely used, and found to answer admirably. Section gangs are mostly full in number, and were seen regularly attending to roadbed, tracks, ties, etc. Grass and weeds partly cut, but to place all hands on this work beginning first of August.

Passenger stations generally are kept up, neat, tidy and well painted; flowers and well cared for lawns at many stations. Cattle-guard slats and fences are whitewashed nicely and kept up. Highway grade crossing signs are in place generally. Smithboro station is a temporary structure, the old one having burned two years ago. New



modern station to be built next year. Considerable painting has been done on iron bridge and quite a little more is needed. There has been considerable ballasting done on this division recently, large quantities of furnace slag being used.

### *Tioga Division.*

This division is largely, in fact most entirely, in the State of Pennsylvania, there being only about four and one-half miles in this State, extending from junction of Northern Central, about two miles east of Elmira, to State line. It is a single track, maintained with steel rails taken from main line. Nearly one-half of this line has been retied since last inspection in 1890, and the rest are in fair life except in short spaces. There is forty per cent of curvature on the whole line. Occasionally a tie is found in very poor life, but not many together. Oak ties on curves and chestnut and hemlock on "tangents." The line and surface is very fair and the track adjustment also good, generally speaking, but some care and attention is still needed in this regard, particularly at ends of curves. Grass and weeds are being cut and cleared up.

The sharpest curve is eight degrees and about 400 feet long, which is too sharp for much speed, though the elevation of outer rails is ample, generally, on the whole line and considerable bracing done.

Fences are most board and posts and well kept up, except in short spaces. The bridge structures are largely wooden and in fair life only, and some of the pile bridges should be renewed by cutting down piles and placing bents on them. Bridge No. 1, built in 1886 on oak piles about 310 feet total length, guard rail and timber oak floor, two stone piers, all in fair life only; five trains each way daily; a double cattle pass was noted near bridge No. 3 that had been repaired this year, about ten-foot centers and two bays, oak floor and timber abutments. Bridge No. 6 on piles, oak stringers of wood, in fair life, but all need looking after, quite a few of the small openings should be filled and some of the pile bridges could be filled for some distance at least from ends. The Seeley creek station is small, very neat and clean; needs paint and new door-sill.

### *Buffalo Division.*

Extends on main double-tracked line from Hornellsville to Michigan street, Buffalo, about ninety-one miles. The branch from Tonawanda to Lockport is about fourteen miles single track. The Falls branch, twenty-four miles from Buffalo to Suspension Bridge, and the International Bridge branch, six miles, making a total of 135 miles.

### *Hornellsville to Michigan Street, Buffalo.*

Except what is called the gauntlet over Portage bridge (one track) the rest is all double eighty-pound steel rail as far as Dale, and seventy-four-pound rail to Attica. There are about twenty openings with I beam stringers. About eight with wooden girders or stringers, ten with plate iron girders, three of lattice girders, ten with rail girders and a few truss bridges on this line. The Portage bridge or viaduct is in strong life of paint and is carefully attended to; a slow rate of speed is only allowed upon it. Bridge No. 6 $\frac{1}{4}$  needs paint as do a number on



this division. Bridge No. 21, deck-plate girders, two spans fifty nine foot and sixty-five foot over Tonawanda creek, yellow pine floor being laid. This is a brand new bridge, pine in floor, looks as if "taped;" elevation blocks "gained" in on under side of floor timbers; next to this is a small opening with new flooring just finished. Bridge No. 21½ is under highway crossing; deck-plate girders need paint, otherwise in strong life. Some of the small openings were noted that need new floors. Near Darien is a small opening to be rebuilt immediately. Bridge No. 22 fifteen-foot span, iron girders, to have new floor; the roadbed is in fair condition as are the line, surface and track adjustment, generally speaking; cattle-guard slats were noted broken and in poor repair in some instances; ties were found in fair life, and considerable work in renewals going on; extra rails were noted at mile posts for renewals and case of accident; angle-bar fastenings are used at rail joints, and nut locks are being experimented with; attention is suggested to better alignment and track adjustment in some places; gravel is used mostly for ballast, and considerable is being done in good workman like manner.

The fencing is only fairly kept up; places were noted where fences are broken and down, though constant attention is claimed; the grass and weeds are being mowed and cleared up; the curvature is not great, six degrees being the sharpest, and for about 700 feet long; the ties are mostly oak and eight feet and a half long, and average sixteen per rail; ditches are generally kept in open condition, though some places incuts were noticed where some little work is needed. The passenger stations are in general good condition; Arkport station has a new slate roof and needs painting outside; Garwood station also has a new slate roof; in fact, since last inspection, 1890, considerable work has been done on the stations, and flowers, plants and lawns are seen frequently, which greatly improve appearances.

*Bailey Avenue, Buffalo, to Suspension Bridge.*

There is about 18.36 miles of single track, and is double-tracked to Falls Junction. The trestle near Walden avenue, Buffalo, has been filled since 1890, 300 feet long. The first State ditch north of Burlington is covered by pile bents and is eleven years old, pine floor new and wooden lagging. It is suggested that masonry abutments and through-plate girders be placed here. There are quite a few pile and trestle bridges, and all appear in fair life, though if possible, something should be done toward filling them where practicable. It is satisfactory to note the large amount of filling that has been done since 1890, and hopes are had that some more will be done this year. The structure over the Erie canal and Tonawanda creek is in good life, and considerable filling is being done on trestle and approaches. At Goundry street, Tonawanda, is a new bridge over sidewalk since last inspection; the masonry is good, and excellent pine floor, all in good and safe condition; one small opening near La Salle station since 1890. The pin trusses are all in excellent strong life. There is considerable stone ballast on this branch in good form and depth and the sleepers are generally in strong life, though quite a few old ties badly used up were noted. There are



twenty-two trains each way on this branch daily. The line and surface general is fair, and in many places extra good. Surface water is well taken care of and the track adjustment is very good. The Niagara Falls station platform was burned down since 1890, also bridge, and has been rebuilt. The old Niagara station is now used as a freight house. This end of the road is in excellent condition and all structures are well attended to. The danger signs at highway grade crossings are up and generally well in repair. Point switches are in use except sidings and yards, where some stubs are found; the switch timbers are generally in strong life. Grass and weeds are being cut and cleared up.

*Tonawanda to Lockport.*

From Tonawanda to Lockport is a single track, fourteen miles long, of which twelve miles is one straight line. There are four passenger trains and one way freight each way daily. The rail is all steel, and consists of sixty-three-pound per linear yard and is taken from main line. Ties are strong in life generally, and considerable work is being done in renewals. The ballast is mostly cinders, and the line surface and track adjustment are all very fair. There has been eight cattle-guards filled in since 1890. Stone for ballasting is obtained on the main line, and company owns the quarry, and considerable work will be done in this respect. Point switches are in use and kept in good safe working order. Cedar ties are used most entirely. Angle-bar fastenings are used, and joints of rails are generally in first class order. This road crosses the Tonawanda swamp and most of the openings span the State ditches, excavated and maintained for drainage purposes. Nearly all the abutments of small structures are composed of "bulkheads" made out of 8x14 oak, laid flat and drift-bolted, most all four years old. Iron pipes, it would seem, could be utilized in some of these places. Lockport station has been connected with the town sewer and now has excellent drainage. This has been done since, also a new slate roof. Painting is much needed to the stations on this branch. There is a ten bay trestle over Sawyer creek in good life. Twenty-four feet has been filled on each end of this structure. The pile bridge near Hoffman station should be looked over and repaired. Grass and weeds have been mowed. Fences are in only fair condition.

*Rochester Division.—Painted Post to Rochester.*

About ninety-two miles long. Mostly old rails, sixty-three-pound, from main line, somewhat worn, but still serviceable. The general line and surface is fairly good. Some repair—more than ordinary is needed along this division, though as a whole, the roadbed and appurtenances seem to be given considerable care. Scottsville passenger station has been remodeled since 1890; platform has been renewed and lowered. West Henrietta station needs painting, otherwise in fair condition. Conesus passenger station was burned down May thirtieth last, and a temporary station has been erected roughly until new building is completed. A number of the stations are not owned by the company, and repairs are needed to some extent on some of them. Springwater station is somewhat dingy inside, and the steps should be lowered; needs painting outside. A feature on this line is the beautiful flowers and lawns at



stations. Havana station, complained of in last report, has been remodeled this year, and is now in good, neat permanent condition. Savona station needs painting inside and out. Curtis station is owned by private party, and needs considerable repairs, painting and a general overhauling. The bridge structures are generally in pretty fair condition, and considerable has been done in the way of new floors, reinforcing stringers, etc. They all appear safe, though permanency is lacking in a number of instances. There are about fifteen rolled I beam structures. Twenty-nine openings, averaging about ten feet, which have wooden stringers or girders. About twelve "Howe trusses," which should, if possible, be replaced by iron girders, at least a majority of them. The masonry is generally in fair condition, though there are quite a few instances where somewhat extensive repairs are needed to make positively permanent. North of Avon is an opening over creek, deep ravine, where if masonry foundation is good, there should be an arch of stone turned clear; span is ten feet; abutments extend back about twenty feet. Bridge 28, "through Pratt pin," built in 1882, needs painting. Quite a number of I beamed girders need painting badly. Near South Lima is an under-highway trestle, four bays, should be attended to at once. South of Atlanta is a small opening, wooden girders seven years old (except masonry, which is poor and should be rebuilt or extensively repaired), in fair good life. Bridge 17 is a new plate girder through, about sixty-feet span and in good strong condition. The barrels of water which have been taken off the "Howe truss" bridges should be replaced and kept full, as they are needed badly in case of fire. South of Kanona is a small opening, fifteen-foot span timber girders, trussed; plate girders would be much safer here, and is suggested. The eight-foot opening south of Bath station should have rolled beams instead of timber. North of Campbell station are two new bays of trestle, new last winter. Bridge 5 is new this spring, through-plate girders, three of them, eighty feet each, very strong and well constructed. Bridge 3, two spans, has a watchman; one of the spans was built in 1879, should be renewed; "Howe trusses;" this bridge is as last reported, and it does seem that positive safety demands a new iron structure. The fences generally are in fair life and condition, yet constant repairs and watchfulness is needed. There has been since last year 55,000 tie renewals, and up to July first, this year, 38,000. The ballast is no more than fair, and in many places broken stone would go far to help to make a better wearing surface. Attention is suggested to repairs on cattle-guard slats; many of them are broken and not kept whitewashed. The rail joints are suspended on this line largely, and angle-bar fastenings are used. Grass and weeds are being cut and cleaned up, though the whole force is not actively engaged as yet. Ditching is fairly attended to. A great number of ties scattered for renewals were noted.

#### *Conesus Lake Branch.*

A single-track, one and a half miles long, from main road to Conesus Lake, sixty-three-pound rail from main line, much worn and poorly laid and adjusted, line is poor and surface no better. It is only used a few months each year for pleasure passenger traffic. Point switches are used; no speed is attained, and while the traffic perhaps does not warrant



a first-class maintenance, yet considerable should be done in "truing up" and ballasting; there is some little cinder ballast now, but not of any account. The track extends out into the lake about six hundred feet, and is laid on a loose stone bed where change is made to a steamboat from train. One engine, passenger and freight car virtually does all the business. Grass was not cut, ties made up of "seconds." There is some ice freightage on this road. There are no openings.

*Attica to Avon.*

The thirty-five miles of this branch is laid with steel rails, is single track, in good alignment and roadbed generally in fair condition; gravel and stone ballast for nearly three-fourths the distance is in good form and depth; the fences are kept up in good shape and life as a whole; yet there are places where it is broken, and spaces where there are no fences at all. The latter occurs mostly when near a river or across wet land not cultivated. Angle plates are used entirely. Mostly all oak ties are used, and generally in good strong life. There are some places, however, where ties are very poor and renewals should be made without any delay. Point switches are used almost entirely, if not entirely and timbers for same are in good life; sleepers range from fifteen to sixteen per rail length. The traffic is composed of six trains each way daily. The grass and brush while it is not all cut and cleaned up, is being worked at some, with promise that all hands are to be placed on this work on August first. Some cattle-guard slats were noted as missing. There is considerable snow fences along the line and all well kept up. The ditches are very well opened. Sixty-three-pound rail is used, as on all other branches. The danger signals at grade crossings are up in place and well maintained as a whole. There are about twenty-seven small openings with timber girders between Attica and Batavia, and about ten between Batavia and Avon. These structures while kept in good life as a general rule, yet quite a few of them are in urgent need of repairs and renewals. Not a few of these openings could be made permanent by using stone arches, stone boxes or iron pipes. The trestle bridge near Attica two bays ten feet centers is in poor life and should be attended to at once. Quite a number of floors upon these small structures are in need of renewal as soon as possible. Between Alexander and Batavia are four bays of pile bridging; could be narrowed to about ten-foot clear span. The D. L. & W. R. R. overhead trapezoidal lattice-truss bridge is next to above mentioned pile bridge, and is in good apparent life and form. A number of rolled-beam girders were noted in strong life and strength of metal. West of Batavia is a five-bay pile bridge, foundation piles very old, and should be either cut down and pine bents erected upon them, or better still, stone masonry abutments and piers and plate-girders. The second east is a new eight-bay pile bridge. East of Le Roy is an opening about ten feet wide that was reported in 1890 as needing repairs. It is in same condition still, as are a number of the minor structures. East of Caledonia is a cattle-pass with leaning masonry abutments and timber reinforcement; should be taken down and rebuilt. Some of the iron bridging needs painting badly. Bridge 2 is a through trapezoidal lattice-truss; appears in good form and condition, but is light. West of bridge No. 1 is a seven-bay trestle bridge that is old and needs repairing not a little. The plate-



girder and truss-bridges generally are in good form and condition. Near Avon is a new plate-girder through over highway, thirty-eight-foot span and good pine floor. The passenger stations are in good condition generally. Some need painting, and a chimney is needing repairs at Stafford.

*Avon to Mount Morris.*

Fifteen miles of single track to Mount Morris, and about two miles is operated beyond Mount Morris, but no passengers. Sixty-three-pound steel rails taken from main line and some iron rails. This branch is only in fair condition as regards line surface, track adjustments, life of ties, and general maintenance. Some improvements have been made since 1890, the date of last inspection. However, there is not much traffic, and speed of trains is not fast. The sharpest curve is seven degrees, and for about 400 feet in length. Bridge 1 is composed of five arches, semi-circular; stone work old, and needs repairs. The filling of earth has been taken but a few feet in depth and ties are laid on oak stringers 14x16 on account of frost heaving masonry. The inspection is from Mount Morris to Avon. Number of bridges in continuity from Avon. Bridge 3 is over highway built eleven years ago; girders are of wood, trussed with iron rods. It has a new floor, and is about twenty-eight feet span on masonry abutments in good condition. Bridge 8 is about seventeen years old. As regards piles, which are oak, it has been reinforced by oak bents, and is about 126 feet long, and should be renewed and made permanent as soon as possible. The Delaware, Lackawana and Western Railroad Company grade crossing remains as reported in 1890. Bridge 5 is an old cattle pass, now in disuse; should be filled up as soon as possible. It is about twelve feet in width. Bridge No. 6 is over creek, and wooden girders are trussed with iron rods. Suggested that iron girders be placed here. It is about twenty feet span. Bridge No. 7 is road No. 2, and is a Howe truss, through about 150 feet span over the Canaseraga creek. Was reported in 1890 as in poor condition. Some repairs have been made, but a new bridge would be much safer, and it is suggested. Considerable repairs are needed to make safe most of the structures. The passenger stations are in good, fair condition and flowers and lawns are seen. The Mount Morris station has been remodeled since last year, platform lowered and some painting done.

*Bradford Division.*

This division is almost entirely in the State of Pennsylvania, there being only about seven miles in this State, extending from State line to Carrolton. Old sixty-three pound steel rails from main line are used, and are much worn and hard to keep in adjustment though some excellent work was noted. The cross-ties are strong in life, and annual renewals are ample. Grass, weeds and brush were noted not cut, though this work is to be pushed shortly. Point switches are used, and found in safe condition. The fencing can be improved upon, though in some places it is in good repair and condition. Limestone passenger station needs painting inside and out. Near Carrolton is about twenty-one bays of pile trestle, and is old. If it is to be kept up, would suggest that piles be cut down and pine bents be substituted.



Next south is a four-bay structure on piles of oak, only fair. This is true of most of the wooden structures. An eighty-bay pile structure has new caps and bracing near Allegany river. Something will have to be done with most of the timber structures in the way of renewals, shortly. There are over sixteen hundred feet of pile and trestle bridges in seven miles. Stringers are covered with galvanized iron as a protection against fire, in many instances, and also prevents top of same from being examined.

*Western Division — Hornellsville to Dunkirk,*

is about one hundred and twenty-eight miles in extent; single tracked, except between Salamanca and Carrolton, which is double. There has been about thirty miles of Buckthorn wire fencing built last year. Between Salamanca and Dunkirk the curvature is about twenty per cent of the distance, which is forty-seven miles. The track gangs consist of a foreman and four men each; and seven gangs for this forty-seven miles. The traffic is not great on this division, and while the ties, line service and track adjustment is good as a general thing, yet there should be considerable work done all along the line. Four passenger trains and one way freight each way daily runs between Dunkirk and Salamanca. Between these points there has been since 1890 about fourteen thousand tie removals. There are quite a number of covered stone arches under embankment; east of Smithville is one that is now being repaired in a good workmanlike manner, and was reported at last inspection. There are others that need repairs, and the work is being done. Most of these culverts were built of a very poor kind of stone which in time disintegrates badly. The masonry, generally speaking, on this division is in good condition, yet some pointing and some minor repairs are necessary. Near Salamanca is a through Howe truss bridge of ninety feet span, and quite a little repairing and strengthening has been done within two months upon it. Next west is a new through plate girder, 100 feet span, with false work under it at time of inspection, and was substituted for an old through Howe bridge built in 1880. The new structure is very good. Bridge No. 35 is another new plate girder, about 100 feet span, in place of an old Howe-truss bridge built in 1879; also a small girder in place of timber approach now partly filled. Bridge No. 30 is a Howe-truss, about 100 feet span, and an approach of trestle about fifty-six feet long, all old, and should be replaced by modern iron structure. Quite a number of rolled I beam girders need painting, which is also true of some of the truss bridges. There are quite a few small openings, ranging from four to seven feet, that should be arched or iron pipes inserted; while safe now, they are the cause of constant attention and repairs, and if covered, as suggested above, will be permanent and safe. West of Smiths' Mills is a three-bay trestle, bents about eight years old; should be replaced with through-plate girders. Bridge No. 45 should be treated in like manner. Bridge 46 is trestle, three-bay and timber is said to have been ordered for renewal. West of Sheridan station is a trestle on bents that could be narrowed and I beams and masonry abutments constructed, if permanency is desired. Quite a few small trestles of two and three bays near the last mentioned should be narrowed and iron superstructures with masonry walls sub-



stituted. West of the grade crossing by the Western New York and Pennsylvania Railroad is a small opening with rotten lagging, in very bad condition, not safe. Would recommend iron pipe or stone box.

*Salamanca to Hornellsville.*

From Carrolton to Wellsville is seventy-eight-pound rail, and from Wellsville to Hornellsville is seventy-four-pound steel rail. Fifteen miles of sixty-three-pound rail has been taken up and eighty pound rail substituted since last inspection. Since 1890 85,000 ties have been bedded, and twenty-five miles of gravel ballast put in. The structures between Salamanca and Carrolton are in fair condition. Bridge 18 $\frac{1}{4}$  is an entirely new through-plate girder thirty-five foot span in place of arch culvert. The bridge next east is now an iron deck-girder new in place of timber girders, about seventeen foot span. Next east of Vandalia station is a sixty-one-foot Howe-truss bridge through, about ten years old, has no floor and should be replaced by new iron structure. Bridge 25 is a Howe truss bridge, seventy-four-foot span and ten or more years old, has no floor and is not in good condition. Should be replaced by new iron bridge; masonry good. West of Friendship station there has been quite a little repairing done on small structures. East of Andover station are a number of small structures that should be made permanent by using iron pipe, and where not feasible, rolled-beams or iron girders should be placed. The structural appurtenances upon this division are many and quite varied, and while considerable is being done in betterments yet much more could and should be accomplished to ensure perfect safety in a practical sense.

The passenger stations are generally as before reported. Some remodeling and overhauling has and is being done, notably Alfred, Almont, Wellsville, Belmont, Belvedere and Friendship. Cuba station is now a temporary structure; old one burned. The design for new one completed, and will shortly be constructed. The roadbed, track adjustment and alignment is very fair, and grass, weeds and brush is being moved and cleaned up in many places, and yet there is considerable of this work to be done. The ditching generally is well attended to. The truing-up of curves and alignment was noted, and is greatly to be commended for the constant readjustment when ballasting is done, sags taken out, etc., changes the original curve line very materially and is often the direct cause of derailment. Considerable ballasting has been done, and more is to follow, as is evinced by the quantities of material on hand. Much work is being done in the way of fencing, and while quite a little of it is broken and down yet evidence were frequently noted where the work is being pushed.

*South Western Division — Jamestown to Buffalo Creek Junction.*

Single track and about seventy miles in extent. The first trestle south of the Buffalo Creek Junction, and in the yard virtually is about ninety-seven feet over all, twelve-foot centers on bents. This structure should be replaced by filling if possible. Next follows eleven separate openings of spans, averaging about twelve feet, that have been filled since 1890. Near mile post No. 6 is an iron deck-girder, oak floor, good masonry in good condition, except needs painting. Next south



is a forty-foot deck-girder in good form with good strong masonry substructure, but needs pointing, and bridge needs painting. Next are two small openings that have been filled since last inspection in 1890. It is pleasing to note the large number of small openings that have been filled since 1890. Near Big Tree station is a small opening with timber stringers that should be filled and iron pipe utilized. Bridge 4, near Water Valley station, is an iron deck-truss two spans; needs painting; has a new pine floor. Bridge 5 is over Eighteen Mile creek, as is No. 4, iron deck viaduct, in apparent good form; floor is in strong life. Bridge 7 is about 104 foot span, deck-truss, iron. Some of the oak ties in the floor are old and bad, and need renewing. South of Collins station is an opening 250 feet over all, iron deck-truss; it should have a new standard floor. Guard rails were noted on all large structures. On section No. 6 is a small structure over a creek, that is new since 1890. Bridge No. 11 is a pony Howe-truss bridge, about fifty foot span. New iron structures should be placed here, and also over Cattaraugus creek, Nos. 12 and 12½, where there are two spans of about 120 feet each, Howe-truss bridges. Next to bridge No. 13, which is a Howe-truss seventy-three feet over all, and in fair life, is an under-highway crossing in a ravine, spanned by eight bays of trestle, ten-foot centers, pine bent. This structure, if to be maintained, should be repaired very soon. On station No. 7, and southerly, are a number of small openings and wooden structures that should, if possible, be replaced and made more permanent. A pile trestle bridge, which was three bays in extent, has been filled, leaving an opening of twelve feet. Bridge 15 is composed of Howe-trusses, about eighty-foot span, over a creek; oak floor in fair life; trusses needs extensive repairs if to remain, but should be replaced by a new iron structure. South of Pine Valley station are a number of wooden structures that need repairs badly, though not perhaps dangerous, yet should be looked after carefully; this is true of most every structure until Conewango is reached. A pile bridge of five bays, sixty feet over all, has been repaired since 1890, by inserting pine bents, sills resting on piles that have been sawed off near the surface. Another structure, twelve-foot opening, has been filled since 1890 near Conewango. Southwest of last-named station is a thirty-six foot opening, filled, and iron pipes inserted since 1890; next southwest is a twelve-foot opening that should be filled, and iron pipes used. Almost every structure until Waterboro Junction is reached, needs constant attention and repairs, and more permanent maintenance is suggested. Quite a few of these openings could and should be filled and narrowed. Southerly from Waterboro Junction is a trestle about seventy feet over all that has been narrowed up to twelve feet by filling since last inspection, and another near by of twelve-foot span entirely filled since 1890. Southwesterly of Kennedy station is a Howe-truss bridge over a creek, about eighty-six-foot span, that has been repaired considerably; new floor beams and new floor. On section twelve is a new eighty-foot span pine-connected iron bridge, and deck-girder approaches about forty feet this year, in place of old Howe-trusses. Bridges 24, 25, 26 and 27 are all new deck girders in extra good form and condition. The three-bay pile bridge, double track, over raceway in Jamestown yard, should be replaced by an iron structure for permanency. It is now in need of



much repair. The general alignment, roadbed and ditches are in good form and condition, ballast is very good in places; grass, weeds and brush are being cut and cleaned up. Fences are in very fair condition. The tie renewals were noted as quite extensive and of a very good quality. Quite a few of the passenger stations need painting, and otherwise looked over, but with the exceptions of North Collins and Eben Center, the stations are presentable. The two exceptions are a disgrace to the road, and I would suggest new stations as soon as possible; point switches are used as before, and are kept in good working order. The cattle-guards, cross-fences and grade-crossing signs are maintained fairly well in a general sense, but considerable work is suggested in this respect. Slats are gone in not a few places, and paint is lacking also.

*New York, Pennsylvania and Ohio Division.*

From Jamestown to State line is fourteen miles. This line changes to single track at the Chautauqua Railroad grade-crossing. Bridge 12 over the lake outlet in Jamestown, is new plate girder through, in good condition in every respect. There has been quite a few small structures damaged by wash-outs recently, and repairs are very necessary as soon as possible. The iron work on some, if not all the small structures need painting. A fifteen-foot opening, masonry wall, is washed out badly and needs to be repaired immediately. The parabolic girders on this line are in strong life, but need painting. There are two of the parabolic through girders. There are about eight small wooden structures, and some need repairs badly. The two plate girders, new, are in good condition. The six-rolled beam structures are in good condition, but should be looked over. The masonry on this line needs pointing and some attention; but generally it is in good condition. For the four miles next the State line eighty-pound steel rails has been laid new. The adjustment of the track and general roadbed is in good form and well taken care of. The fences are attended to, but still some work should be done in order that the right of the way be kept in order. The ballast is made up of cinders, furnace slag, gravel, etc., and not a little work is being done in this direction all along the line. The passenger station at Ashville needs considerable painting and plastering, and the steps in front should be made with less rise per step. So with Watt's Flats station also. Grant's station, some plaster falling, and should be generally overhauled.

*Jamestown to Salamanca.*

All single track, except twelve miles, which is double. Steel rail, sixty-eight and one-half pound and fairly new. Grass and weeds not all cut, though working at it in places. The total distance is about thirty-three and a half miles. There is considerable good deep gravel ballast. The roadbed is in good form generally and track adjustment is very good. Curves are most excellently attended to on the main line on the entire system, which probably is due to the professional ability of all the road masters. The truing up elevation of outer rails and bracing is extra. The renewals are many and of a good size. The small openings with iron girders are in good life, but considerable painting is needed, and masonry should be pointed on quite a few of



them. The small wooden girder openings are in fair life generally, but repairs on floors were noted as needed. Not a few new floors have been laid since 1890. All of the large iron bridges are in good form and condition. The trestle near Red House station is old and if possible should be filled, except small opening which should be iron girders on masonry. The passenger stations are about the same as previously reported.

#### ROCHESTER AND LAKE ONTARIO RAILROAD COMPANY.

From North avenue, Rochester, to Sea Breeze, Lake Ontario. Single track six and a half miles long. Purely a summer pleasure road. Standard gauge, old rail, very light, needs heavier. Two thousand ties renewed last year. No ballast of any moment is used, and the track adjustment and roadbed is only fair. The alignment is poor and should be attended to. Thirty to thirty-two trains are run each way on Sunday. No great speed is maintained, and accidents are few.

There are but four trackmen on whole line. There are but five small structures in all, and while kept well in repair, some of them should be filled and iron pipes utilized. There are a number of stopping places furnished with platforms and outside sittings, and regular stations at either end, and both in good condition. No change or betterment in maintenance was noted.

#### SILVER LAKE RAILROAD.

From Silver Spring station, on the New York, Lake Erie and Western Railroad, to Perry, single track and six and a half miles in length; there has been, since 1890, about 1,200 tie renewals. Grass, weeds and brush were not mowed at time of inspection, and in many places grass and weeds cover the entire track for long stretches.

Three miles of gravel ballast are promised for this summer. Where the road skirts the lake front some work has been done since last inspection and considerable more is needed. Unsafe places along the immediate lake shore still exist, and it is suggested that ample protection against washing be looked after immediately. Steel rails, held at joints by angle bars, are generally in fair adjustment, though not a little attention is desirable at places. The passenger stations are kept in only fair condition. Along the lake front is quite a resort for camping out, and there are platforms and outside sittings in fair order. The small structures, three or four in number, should be renewed; they are in poor condition. The truss bridge at Perry is in need of repairs, though, perhaps, in safe condition now. A small sum expended judiciously would add greatly to safety and permanency along entire line.

#### SEA VIEW RAILROAD.

*To the Honorable the State Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—In accordance with orders of your honorable body October 17, 1892, requesting an inspection of the Sea View Railroad, your inspector submits the following report:

In company with the superintendent of the road a careful examination was made October 25, 1892. This road is about one mile in length, extending from Brighton Beach westerly on Coney Island. Its tracks, two in number, are elevated about sixteen or eighteen feet above ground. The rails are quite light in weight, being little over fifty pounds per lineal yard, and while in fair condition as regards life, the alignment is not satisfactory, and it is suggested that more attention be given in this respect.



Some 135 trains are run daily during the months of July and August, each consisting of one car and engine, the total weight of which, when loaded, with, say 100 passengers, is about twenty-one and a half tons net. Heavy guard timbers were noted on either side of rails, and with few exceptions they are in strong condition. The ties are 4x8, laid flat, and average about twelve inches apart: not a few of these will need renewing before next season. The rail joints are fastened by iron bars about two inches wide, sufficiently long, and hold two bolts on either side of joints. Strict and constant attention should be given these fastenings during the busy season. It is claimed that ten miles per hour is the maximum speed attained. Aside from the deck-plate girders near the westerly end, and the iron truss bridges over the Boulevard, the structure is composed almost entirely of wood. All of the iron, as well as wood, should be properly painted before the season opens. And much economy in life of material will be obtained by taking great care in preparing the surface of both wood and iron for the paint, which should consist of heavy body, and should be rich in lead and oil. The company should employ some competent man to see that all details of scraping, cleaning and mixing the paint, as well as evenness of coating, is accomplished in a good, workman-like manner.

Considerable new spruce piling was noted; the "boxed piles" spoken of in previous reports have been largely replaced by new piles. There are only about twenty-two boxed piles remaining, and these were found in the yard at the easterly end. One box was opened, haphazard, and found to contain extra well set "Hydraulic cement grounding." The pile was also in a good state of preservation; but, while somewhat satisfactory in this one instance, it did not prove to your inspector's mind the advisability of this method. Those remaining are scattered and not in position to do great harm till new piles should be placed in their stead.

Your inspector would suggest a renewal of all the piles under the platform at east end where decayed: some thirty were counted as being much in need of immediate renewal. The suggestion is also made that bracing timbers, not less than three by eight inches be properly spiked to the pile (where renewed) in every direction, so as to make "sure bond" and unquestioned stability. A row of break-water piling has been recently driven along the water edge for about 1,200 feet, immediately in front of hotel, and extends westerly beyond the railroad platforms, protecting the pile underneath not a little. The wooden girders show considerable decay on corners along the whole structure, and while many need only dressing down, there are quite a number that should be wholly renewed. Not a little blocking on top of caps will certainly need renewal before the season of 1893.

West of Third street, in West Brighton, are quite a few piles that should be renewed; the "dry rot" occurs near the surface of the ground, the sand, heated, as it is during summer, furnishes, no doubt, the direct cause. Third street has been recently opened and will necessitate the removal of one bent. Fourth street, it was said, will probably be opened soon. There are some eight or nine of the square pine posts directly east of Third street that were found to be rotted almost through near the surface of the ground; these, with not a few more, should certainly be renewed.

There is considerable square-pine, "double-post" trestle work, and your inspector would suggest that a very careful examination be made of every supporting post, and also pile (not renewed within the last two years), from the surface of the sand down about four feet on an average to water, and new ones placed where "dry rot" is found. These excavations can readily be made with shovel alone, and would seem absolutely necessary to accurately ascertain the true condition of all old work, and place the structure in positive safe condition for 1893.

East of the Boulevard the Brooklyn and Coney Island Electric Surface Railway crosses on a curve, which is laid so close to one of the trestle posts that about one-half of it has been cut away to allow cars to pass. It is suggested this curve be "looped" and moved westerly far enough to give ample clearance, it now being quite dangerous, particularly to passengers on the electric cars. Not a few bolts were noted out of place at "heads" of piles in yard at



Brighton. All of the bolt and "cap" timbers along the entire line should be carefully overhauled, tightened and replaced in even bearing before the season opens.

There is no water kept on deck to be used in case of fire, and the reason given your inspector by the superintendent is the frequency of passage by trains, which would seem sufficient. But the great danger from fire is not on top, but along the bottom of the structure, where fences are nailed to the supporting trestle posts, which, in not a few instances, stand in small back yards and in close proximity to tumble-down outhouses and much inflammable matter which the small boy delights to play with. Your inspector would suggest that a competent watchman be constantly employed while trains are moving, and that he keep sufficient water in barrels at short distances along the line and under the structure.

In conclusion it would seem proper to say that too much care cannot be given to a structure situated as this is, and if it is to be operated in the future for many years, iron should certainly take the place of wood. While such a change would necessitate a great outlay of money, absolute safety to the public would seem to be sufficient reason. This change could be made gradually by replacing with iron, say two or three hundred feet each year.

Respectfully submitted,

FRANCIS K. BAXTER,

*Inspector.*

Dated, ALBANY, October 28, 1892.

#### SKANEATELES RAILROAD.

From Skaneateles Junction to Skaneateles village, single track, five miles long. The junction is with the Auburn branch of the New York Central and Hudson River Railroad. There is but one passenger station of note, and this at Skaneateles village. The offices are here, and it is kept in very good condition. The outlet to Skaneateles Lake is followed very closely by the road. Steel rail, fifty-six and sixty pounds per linear yard, is used, mostly the latter. There are fourteen trains daily, and considerable way freight is handled on the nine or ten sidings and switches which connect with the mills along the line. Standard gauge and very fair track adjustment. The sleepers are in strong life and radded in fair form and condition. The highway is paralleled most of the entire distance, and very few fences are up. The accommodation of passengers along the line is ample, waiting-places are had in some of the mills, and there are a number of platforms and outside sittings. There are ten trestle bridges, from two to four bays each, and all in fair life, though some repairs to floors and abutments are needed. There are a few very small openings where iron pipe could be utilized, and should. No change of moment since last inspection, and general maintenance is only fair. Grass and weeds are not cleaned up.

#### SPUYTEN DUYVIL DRAWBRIDGE.

*To the Honorable the State Board of Railroad Commissioners :*

GENTLEMEN.—In accordance with instructions received November 21, 1892, as regards the "Spuyten Duyvil drawbridge" and surroundings, on the old main line of the New York Central and Hudson River R. R., the following is respectfully reported: The bridge, which is commonly called a "Jack-knife draw," seems at present to be in fair working order, generally speaking, though considerable repairs and improvements could be made. The hoisting cable upon the easterly side is perhaps a little short, for instead of settling into place easily the bridge has to be dropped or "chucked" when being closed.



The power for handling the extra weight of bridge, over counter weights, is situated upon a platform directly over and about thirty feet above the tracks. There is no covering for boiler or engines, and not a little energy is lost by condensation; the steam-pipe being exposed for about twenty-five feet. The boiler leaks and should be attended to. The engines are small, being 7x12 cylinders, and while being able to lift the weight, yet it would seem for best results the capacity should be greater.

The whole lifting apparatus, your inspector was informed, is only temporary and experimental, in view of deciding upon what is best adapted for this particular location. The new bridge proper, placed last fall, is excellent in form and strength. Considerable repairs and reinforcements near the southeast corner of the bridge is necessary with reference to "piling" for protection. This should not be delayed. For evidences were noted by your inspector of damage already done to piles and cap timbers by passing boats. There are on an average ten or more vessels each way daily through this opening. Some eight passenger trains and about forty-five freight trains cross this bridge each way daily also, making no little care or attention necessary at this point. Two wires at present extend along the south-bound track from the signal tower, (situated near the junction with the new main line, and about thirty rods north of bridge) to and across the draw, and passing on southerly for quite a distance to signal tower No. 40; these wires have to be disconnected each time the bridge is opened, and connected up again when closed. No lever is used, but instead the bridge tender is obliged to tug and pull on them with his hands until the "slack" is taken up sufficiently to connect or disconnect them, as the case may be. It is very difficult to accomplish this, particularly in cold, wet weather, and it is suggested if the wires are to remain as they are (on top of bridge) some kind of lever be utilized. A common switch lever for instance could be made to answer. The wires for signal No. 38, still further south of 40, formerly, were also in use, but at present repairs or modifications are being made. The apparatus for holding the bridge in place when closed is located upon the south-bound track. The bridge tender throws the bolt into place by lever on bridge, and it is then locked by the signal-man at the tower; this appliance while somewhat crude, seems to work fairly well.

While no speed of moment is made across this structure, and considerable time is allowed comparatively speaking, with reference to opening and closing, still a careful inspection by the road officials is suggested, and all means adopted that will enhance safety in every respect.

Respectfully submitted,

FRANK K. BAXTER,  
*Inspector.*

Dated ALBANY, N. Y., November 25, 1892.

NEW YORK, January 18, 1893.

*To the Hon. Board of Railroad Commissioners, Albany, N. Y.:*

GENTLEMEN.—Referring to the report of your inspector, dated November 25, 1892, upon our drawbridge over Spuyten Duyvil creek on the Hudson river division of this road, a copy of which has been referred to me by President Depew, for review, I have the honor to respectfully advise you as follows in regard to several points upon which your inspector comments unfavorably. I would premise by stating that this structure is being built by contract and that at the time of its inspection by your inspector it was not completed and has not even as yet been accepted from the contractor as complete and satisfactory.

*First.* "The hoisting cable upon the easterly side is perhaps a little short." This results from a slight settlement of piling foundations at one point, and has been rectified.

*Second.* "There is no covering for boiler or engines." A house over the engines and boiler was under way at the time of this inspection and has since been completed.

*Third.* "The boiler leaks and should be attended to, etc." Several minor detail imperfections were known and were receiving attention at the time of your inspection which will have to be entirely rectified and made satisfactory to me before the work is accepted from the contractor's hands. It is still under process of improvement.



*Fourth.* "The whole lifting apparatus is only temporary and experimental in view of deciding upon what is best adapted for this particular location." Your inspector was wrongly informed in regard to this. The structure as now being built is in pursuance of an order and under a permit issued by the Secretary of War in connection with the U. S. Government work of the ship canal through Harlem river. It is only temporary in so far as that it is intended for use until the time comes for deciding the general question of a new bridge structure which will be required when the government arrives at that stage of its work of forming the enlarged mouth to the ship canal upon the Hudson river. When that time arrives an entirely different structure between the new bulk-head lines established by the government will be required for the railroad, this, however, being sometime yet in the future, the government is satisfied that the present drawbridge will answer all necessary purposes until that time.

"Considerable repairs and reinforcements near the southeast corner of bridge is necessary with reference to piling for protection, etc." This refers to damage inflicted upon this pile protection by collision of heavily laden mud scows passing through the opening. A contract has already been made for repairing this damage in a very substantial manner, and the work is now under way.

*Fifth.* After a lengthy description by your inspector in regard to signaling appliances in connection with the operation of this drawbridge, he makes certain suggestions in reference to which I beg to advise you that the appliances as your inspector saw them were but temporary, pending the putting in place of permanent fixtures and the connection of the same into the general block signal plant at that point. The "lever," the absence of which your inspector comments upon has been applied and was in use shortly after he made his inspection, and in regard to the signal apparatus, the general superintendent reports to me from the signal department that it is intended further to considerably improve the connections etc., with the signal cabin at Spuyten Duyvil, and that all modern appliances for its protection will be applied to this drawbridge.

Very respectfully yours,

WALTER KATTE,

*Chief Engineer.*

## MINUTES OF THE BOARD.

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REPORTED IN PURSUANCE OF SECTION 166 OF CHAPTER 565,  
LAWS OF 1890.

JULY 6, 1891.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Reply of Birdsall Kennedy to the answer of the New York, Lake Erie and Western Railroad Company, in the matter of his complaint against the Erie and Genesee Valley Railroad Company.\*

Reply of the clerk of Batavia, George E. Perrin, to the answers of the New York, Lake Erie and Western, and the New York Central and Hudson River Railroad, in the matter of the complaint of the village of Batavia against said roads, asking for switch connections. Referred to Commissioner Rickard.

Letter of G. M. Diven, with accompanying certificate of physician, in answer to subpoena of Board in matter of the complaint of Murdock & Conger. Laid on table.

Answer of H. Walter Webb, third vice-president New York Central and Hudson River Railroad in matter of petition of residents of Clarence, East Clarence, etc. Ordered usual course.

Letter of H. Walter Webb, third vice-president New York Central and Hudson River Railroad, in matter of the complaint of the New York Lumber and Wood-working Company of Batavia. Ordered usual course.

Letter of B. F. Skinner of Fredonia, forwarding complaint of D. G. Pickett, supervisor; S. W. Reed, highway commissioner of Fredonia, relative to dangerous crossings. Ordered, that Secretary send complaint back asking what remedy is sought, whether flagmen, gates or other remedy, and calling attention to section 33, chapter 565, Laws of 1890, suggesting that action taken under this provision may be more efficacious than any taken by the Board.

Printed communication from the railroad commissioner of Michigan to railroad companies of that State, relative to couplers and air-brakes. Referred to Commissioner Rogers. Consents in matter of the application of the Dunkirk and Fredonia Railroad Company for a change of motive power. Ordered filed.

Letter of Chas. B. Strevell, relative to his device as to ventilating and lighting tunnel. Ordered, that Secretary write that the Board had decided upon methods which are now under experimentation. Until it is demonstrated that the methods decided upon are successful or fail it is useless to seek an interview.

Letter of W. J. Richardson, conveying consents in matter of change of motive power on Atlantic avenue. Ordered filed.

Letter of C. M. Depew, president New York Central and Hudson River Railroad relative to change of time-tables. Ordered filed.

Letter of M. F. McGowan and J. H. Dulin, relative to ventilation of tunnels. Ordered filed.

Letter of J. R. Van Ness conveying reply of complainant in matter of complaint of Ray Hubbell against the Fonda, Johnstown & Gloversville Railroad. Ordered that hearing be set down for Monday, July 13th, at 2 P. M., Capitol, Albany.

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\*[Commissioner Rogers submitted a report in the above matter, which was adopted and ordered issued.



Letter of William Richardson, president Atlantic Avenue Railroad Company relative to change of motive power decision. Ordered that Secretary write that Board will not meet in New York this week, but will according to custom meet in Albany on the 13th inst.

Letter of William E. Lockwood, relative to locomotive hammer blow. Ordered acknowledged and filed.

Letter of T. H. Wicks, president Mann Boudoir Car Company relative to annual reports. Ordered that Secretary write that Board will require annual reports as in the past under the provisions of sections 158 and 171 of chapter 565, Laws of 1890.

The Board took a recess until Tuesday, July 7th.

TUESDAY, JULY 7, 1891.

The Board heard W. Baker, representing John D. Teller and William B. Woodin, in Murdock & Conger against Ithaca, Auburn & Western. Ordered that the testimony of J. M. Diven be taken in Elmira by commission.

Adjourned.

JULY 13, 1891.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Board heard Mr. Wm. Richardson, president of the Atlantic Avenue Railroad Company of Brooklyn, in an application for an increase of capital stock. Report, as dictated, granting the same adopted and ordered issued.

Correspondence of counsel in the matter of Ray Hubbell against the Fonda, Johnstown and Gloversville Railroad. Hearing on the same set down for September 8, 10 A. M.

Letter of Charles Howard acknowledging receipt of inspection on New York and New England railroad. Ordered filed.

Letter of T. H. Wicks relative to non-recognition of railroad commissioners' pass by Pullman palace car conductors. Ordered filed and that Secretary ask the Secretary of State for twelve blank passes to send him, and that the Secretary call the attention of the Secretary of State to the necessity of changing the reference to the law authorizing the issue of the same.

Letter of H. Walter Webb, third vice-president New York Central and Hudson River Railroad relative to complaint of Geo. Membery. Ordered usual course.

Letter of Edward Lauterbach relative to the Twenty-eighth and Twenty-ninth Street Railroad Company. Ordered filed.

Letter of New York Lumber and Wood Company of Batavia, relative to its complaint against Western Car Service Association. Ordered filed and case closed.

Letter of John King, president New York, Lake Erie and Western Railroad, relative to Chenango street crossing in Binghamton. Ordered filed.

Letter of Wm. J. Kelly complaining of the Stony Clove and Catskill Mountain Railroad Company, alleging discrimination in passengers rates. Ordered usual course.

Letter of Geo. F. Chaplin relative to accident on B. B. and West End Railroad. Ordered Secretary answer that the Board is not empowered to take cognizance of actions to recover damages. If Mr. Chaplin believes the case is one in which the railroad company is liable, a suit for damages in the courts is the proper remedy.

Letter of Eugene Cary relative to increase of capital stock of the Niagara Falls and Suspension Bridge Railroad Company. Ordered Secretary write what the Board will require.

Letter of Calvin Fairbanks of Angelica relative to obstructed ditch on Lackawanna and Pittsburg railroad. Hold on file.

Letter of J. C. Wibur, Stony Ford, and John B. Kerr, attorney O. and W. R. R., relative to Wilbur's complaint. Ordered, Secretary send Kerr's letter to West Shore railroad, and ask why the West Shore does not permit train No. 2 to stop at Cranston's as was agreed at the time of the hearing, and to inform Wilbur and the Attorney-General of the Board's action.

Letter of J. R. Swan, relative to the action of the Consolidated Railroad Company of Syracuse in its change of motive power. Ordered that Secretary write



Swan that no application has been made by such company, nor has the Board made approval of same. Also write Consolidated Company of Syracuse to know by what authority they propose to equip and have equipped and operated their road by electricity.

Ordered, Secretary notify the parties in the case of W. J. Cunningham, against New York, Lake Erie and Western Railroad that the Board has set down a hearing for Tuesday, the twenty-first instant, 2 P. M., and that a copy of Moss' affidavit be sent the road.

Ordered that Secretary write Central to ask why coroner's report on Tarrytown disaster has not been forwarded.

Ordered that when the Board adjourn it adjourn until Tuesday, the twenty-first instant, at 1:30 P. M.

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JULY 21, 1891.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of Jeremiah W. Shants relative to neglect of the West Shore to cut the grass along their road. Ordered usual course and Secretary write calling attention to section 52, chapter 565, Laws of 1890. Letter as dictated on file.

Letter of James S. Root relative to the failure of the railroad to provide farm crossings and cattle passes. Ordered usual course.

Letter of C. H. Platt relative to interlocking signals in Fourth avenue tunnel. Ordered that Secretary inform Mr. Platt that the Board will meet at his office, Grand Central depot, on Friday, twenty-fourth instant, 12 M.

Letter of S. H. Dickinson, relative to the Bullville station building. Ordered Secretary send copy of the communication and of Mr. King's letter to the president of the company and ask why are not your orders carried out.

Letter of R. Bell, general superintendent Western New York and Pennsylvania railroad, relative to cattle guards, etc. Ordered that Secretary write that cattle guards are required by section 32, chapter 565, of the Laws of 1890, and that the Board has approved of the form of cattle guards known as the beveled edge slat cattle guard, such as are in general use on the West Shore railroad, and to say that it adds to their efficiency if painted white.

Letter of Benjamin Hammond, president Fishkill Landing village, relative to a franchise to a street railroad. Ordered that Secretary write as dictated letter on file.

Letter of L. W. Ledyard, Cazenovia, relative to highway crossing. Ordered that the Secretary answer referring them to section 33, chapter 565, Laws of 1890, and to section 422 of the penal code.

Application of the Consolidated Street Railway of Syracuse for change of motive power. Ordered that hearing on the same be set down for Monday, July twenty-seventh.

Letter of C. M. Bowles, relative to delays on Harlem branch. Ordered usual course.

Letter of S. D. Coykendall, relative to the complaint of W. J. Kelly. Ordered Secretary write that if the railroad company sells mileage tickets to any one, they must to every one. Send copy of letter to Kelly.

Letter of J. D. Layng, relative to the Wilbur complaint. Ordered that copy of letter be sent to the New York, Ontario and Western and Secretary write that Mr. Wilbur complains his milk is not delivered on Sunday, and ask them how they propose to remedy this.

Letter of New York Lumber and Woodworking Company, relative to its complaint against the Western New York Car Service Association. Ordered filed.

Letter of John P. Hudson, relative to automatic electric railway block system. Ordered filed for future consideration.

Letter of John King, president New York, Lake Erie and Western Railroad, relative to complaint of Birdsall Kennedy against the Erie and Genesee Valley Railroad Company. Ordered copy forwarded to Mr. Kennedy.

Letter of Geo. E. Pingsley, announcing satisfaction with the result of his complaint against the New York Central and Hudson River Railroad. Ordered filed.

The Board adjourned until July 27th, 1.30 P. M.



JULY 27, 1891.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of John Lewis, as to meeting with the commissioners, relative to Timpson's station matter. Ordered letter as on file be sent him.

Letter of H. S. Marcy, president Fitchburgh Railroad, as to inspection, reports on said road for 1891. Ordered letter as on file be sent.

Letter of Wm. A. Baldwin, vice-president Buffalo, Rochester and Pittsburgh Railroad, relative to complaint of I. Eugene Williams against said road. Ordered usual course.

Letter of Birdsall Kennedy, in matter of his complaint against the Erie and Genesee Valley Railroad, operated by the New York, Lake Erie and Western Railroad. Ordered carried on file.

Letter of Geo. W. Burt, attorney Oswego Street Railway Company, making application for approval of a change of motive power, and for approval of an increase of capital stock. Ordered hearing in change of motive power case be set down for September 8, 1891, and letter be written Mr. Burt relative to change of motive power and increase of capital, as on file.

Letter of A. L. Western, relative to rate of fare on New York, New Haven and Hartford Railroad. Ordered letter as on file be sent him.

The Board heard the application of the Syracuse Consolidated Railroad Company for approval of a change of motive power to electricity. Major F. T. Poole and Benjamin Stolz, appeared for the application. E. Nottingham, A. T. Goodwin and A. M. Palmer, representing the People's Railroad of Syracuse, appeared in opposition to the change on that part used in common by the Consolidated and the People's railroads. Charles E. Ide, corporation counsel, appeared for the city of Syracuse.

The Board adjourned until Tuesday, July 28, at 10 A. M.

JULY 28, 1891,

The Board met at 10 A. M.

The Board heard the case of M. J. Cunningham against New York, Lake Erie and Western Railroad Company. Arthur Moore appeared for complainant; L. E. Carr for the company.

The Secretary submitted letter of William J. Kelly, relative to his complaint against the Stony Clove and Catskill Mountain Railroad as to fare. Ordered letter sent Mr. Kelly, as dictated and on file.

Letter of B. W. Stryker, relative to map being filed of the New York Central and Fort Orange Railroad. Ordered letter sent C. C. Woolworth, general manager of road, as dictated and on file.

Letter of John M. Given, asking for designation paper in matter of issue of bonds by Dunderberg Spiral Railway. Ordered sent.

Letter of Simeon Borg, president New York, Susquehanna and Western Railroad Company, acknowledging receipt of inspection report. Ordered filed.

Letter sent C. H. Platt, general manager Harlem line, relative to modifications and additions to signals in the Fourth avenue tunnel. Letter sent as dictated and on file.

Commissioner Rogers submitted a report in the matter of the application of the Syracuse Consolidated Railroad Company, for change of motive power. Adopted and ordered issued.

The Board adjourned until Monday, August 3d, at 1.30 P. M.

AUGUST 3, 1891.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of Attorney-General Tabor, relative to complaint of Wilbur against West Shore and New York and Ontario and Western railroads, referred to him by the Board. Ordered letter as dictated and on file be sent Attorney-General.



Complaint of D. G. Pickett, supervisor, and S. W. Reed, highway commissioner, town of Pomfret, Chautauqua county, relative to dangerous crossing of Lake Shore and Michigan Southern and New York, Chicago and St. Louis and Western New York and Pennsylvania railroads in said town. Letter sent Messrs. Pickett and Reed as on file.

Letter of C. N. Platt, general manager Harlem line, relative to signals. Letter as dictated and on file, ordered sent Mr. Platt.

Letter of Cantine Tremper, treasurer Watervliet T. & R. R. Co., relative to filing annual report. Ordered letter sent as dictated and on file.

Letter of George Membury, complaining of fences being down on his farm on line of N. Y. C. & H. R. R. at Sacketts Harbor. Ordered letter sent president Depew as dictated and on file.

Letter of N. Cartwright, Jr., relative to rates on coal on Ulster and Delaware R. R. Ordered letter sent Mr. Cartwright, as dictated and on file.

Letter of John King, president N. Y., L. E. & W. R. R., relative to Bullville station. Ordered usual course, and complainants be asked to notify Board if promise is carried out.

Complaint of B. H. White, against New York and Massachusetts Railroad, relative to fences being down and fires caused by engines. Ordered usual course.

Letter of Wilson S. Bissell, relative to complaint of J. S. Root, against Buffalo and Geneva R. R. Co. (merged into Lehigh Valley Railway). Ordered filed.

Letter of John B. Kerr, vice-president and general commissioner New York Ontario and Western Railway, relative to Wilbur milk complaint. Ordered copy sent Wilbur.

Letter of H. Walter Webb, third vice-president New York Central and Hudson River Railroad, relative to Bowles complaint against Harlem Railroad bridge. Ordered carried on file.

The case of Barent W. Stryker against New York Central and Hudson River Railroad and Fort Orange Railroad Company, was referred to the Attorney-General, as per letter on file.

Commissioner Baker submitted a report in the matter of M. J. Cunningham and others against the New York, Lake Erie and Western Railroad. Adopted and ordered issued.

The Board adjourned until Monday, September 14, 1891, two P. M.

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#### SEPTEMBER 14, 1891.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The secretary submitted the accumulated business under the rule, as follows:

Application of the Conesus Lake Railroad Company for permission to suspend operation during the winter months. Hearing set down for Tuesday, September twenty-second, 10 A. M., and the same ordered advertised.

Complaint of citizens of Utica against the New York Central and Hudson River Railroad Company, alleging unnecessary whistling in violation of company's rules. Ordered usual course.

Letter of William D. McNair, of Dansville, complaining that fences were not maintained on the line of the Erie and Genesee Valley Railroad. Ordered that copy as dictated be sent.

Letter of Josiah Perry, corporation counsel of Utica, alleging that abandonment of a portion of its route by the Utica Belt Line. Ordered that Secretary send a copy of the complaint to the company and ask it to inform the Board why it fails to operate the portion of the route referred to, and to Mr. Perry, informing him that it will notify him should it appear necessary to have a hearing.

Letter of the Chairman of the Board against the Long Island Railroad Company in the matter of conveying baggage by express and the delay therein.

Letter of the president of the company acknowledging receipt of the same and promising investigation.

Letter of J. R. Kingsley, inquiring as to the rate of fare on the Bath and Hammondsport Railroad. Ordered that Secretary write the company asking what rate of fare it charges per mile, and if more than three cents, by what authority.



Letter of Francis E. Farman, relative to distances on Manhattan Elevated road. Ordered filed.

Letter of G. Clinton Gardner (of the New York and Massachusetts Railroad Company), being answer to complaint of B. K. White. Ordered usual course.

Letter of H. McGonegal (Syracuse and South Bay Railroad Company), relative to the status of the S. and S. B. R. R. Co.'s charter. Ordered Secretary write that his letter of August eighteenth was presented to the Board upon its reconvening after its annual vacation, and that the Board is unable to answer until it knows what the amount of the capital stock of the company is, and whether it has expended two per cent of the capital on the road.

Letter of James Merriman, relative to the faulty construction of the crossing of the Utica railroad over the tracks of the D., L. and W. R. R. Ordered Secretary inform the company of the complaint and ask for an answer.

Letter of Richardson Automatic Coupling Company. Ordered filed.

Letter of Wm. A. Baldwin (V. P.) Buffalo, Rochester and Pittsburg Railroad Company, relative to uniforming men in employ of the railroad company. Ordered that letter as dictated, copy of which is on file, be sent.

Letter of Henry E. Ackerly, relative to rules and signals. Ordered the same be acknowledged and the writer informed the Board will take the matter into consideration.

Letter of Henry Wild as to rails on street railways. Ordered the same be acknowledged.

Letter of H. McGonegal (Hudson Electric Railway Company), relative to fares to be charged on street railroad running between two or more towns. Ordered that letter as dictated be sent.

Letter of Daniel F. Remsen, chairman of committee New York State Bar Association, as to suggestions for amendments to Corporation Law. Ordered that letter as dictated, with report of Board, be sent.

Letter of Thomas J. Pratt, relative to device for relieving tunnels of smoke, Ordered filed.

Letter of Charles W. Bulckholtz, chief engineer New York, Lake Erie & Western Railroad Company, relative to certain signal plants on which he desired a hearing. Hearing on the same set down for Monday, September 21, 1891, 2 P. M.

Letter of C. L. Northrop against the West Shore Railroad Company, alleging fires caused from locomotives of trains. Ordered usual course.

Letter of J. D. Layng, general manager West Shore, relative to cutting weeds on line of track. Ordered that letter as dictated, copy of which is on file, be sent.

Letter of H. Walter Webb, third vice-president New York Central & Hudson River Railroad Company, being answer to complaint of G. O. Membery. Ordered usual course.

Application of Elmwood Association of Buffalo to be heard, if application for change of motive power on the avenue be made. Ordered filed.

Letter of James A. Case, assistant statistician Inter-State Commerce Commission, relative to form of annual reports. Ordered filed.

Letter of W. E. Balue, vice-president Utica Belt Line, relative to classification of operating expenses of electric roads. Ordered filed.

Briefs in matter of application of Syracuse Consolidated Roads for change of motive power, and application of counsel for postponement until October 12th for hearing. Granted.

Letter of citizens of Bullville, announcing the building of the depot at that station. Ordered filed.

Letter of B. Kennedy, relative to failure of Erie & Genesee Valley Railroad Company to comply with the recommendations of the Board in the matter of his complaint. Ordered that Secretary write to ask whether the company continues to neglect to build the fences and if it does to say the Board will refer the matter to the Attorney General, and to answer immediately.

Letter of M. J. Cunningham, asserting failure of the New York, Lake Erie & Western to conform to the recommendations of the Board in the matter of his complaint. Ordered that the New York, Lake Erie & Western be cited to show cause why the facts should not be presented to the Attorney General for prosecution on the 21st inst.



Letter of Thomas W. Spencer, relative to accident on New York & Sea Beach Railroad. Ordered to be included among accident inquiries.

Letter of John S. Wilson, president Poughkeepsie Bridge Company, with map and drawing. Ordered that letter as dictated, copy of which is on file, be sent.

Letter of M. N. Forney, to check valve on locomotives. Ordered filed.

Letter of G. Paul Froum, relative to a device to dispose of cinders in tunnels. Ordered filed.

Communication from the railway department Board of Trade, London, England. Ordered that letter as dictated be sent.

The Board adjourned until Tuesday, September 15th, 9.30 A. M.

SEPTEMBER 15—9.30 A. M.

Commissioner Rogers submitted a report approving the increase of capital stock of the Niagara Falls and Suspension Bridge Railroad Company. Ordered adopted and the increase approved.

Also a report in the matter of the application for an increase of capital stock of the Schenectady Street Railway Company. Adopted and the increase ordered approved.

Upon application of counsel on both sides in Ray Hubbell v. Fonda, Johnstown and Gloversville Railway Company, the hearing was postponed until September 22, 1891.

The Secretary submitted a letter from Mr. Allen, general superintendent Elmira, Cortland and Northern Railroad Company. Ordered filed with inspection report and printed with it.

Ordered that Secretary write J. M. Toucey, general manager New York Central and Hudson River Railroad Company, to the following effect: In response to a request from the Board, he answered, June 18, 1891, that he would transmit this Board a copy of the testimony taken before the coroner's jury relating to the accident caused by explosion of dynamite near Tarrytown, May nineteenth, as soon as it was ready. It has not been received yet. The Board desires it without further delay.

Commissioner Rogers submitted a report in the matter of the application of the Oswego Street Railway Company for a change of motive power. Adopted and ordered issued as the order of the Board approving the same.

Also a report in the matter of the application of the Oswego Street Railway Company for an increase of stock. Adopted, and the increase ordered approved.

Secretary submitted letter of Eugene Cary, relative to obligation to file maps of street railways. Ordered that letter as dictated, copy of which is on file, be sent.

The Board adjourned until 1.30 P. M. Monday, September 21st.

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SEPTEMBER 21, 1891.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Board heard Mr. C. M. Buckholz, chief engineer, New York, Lake Erie and Western Railroad Company relative to certain interlocking switches and apparatus, signs at crossings, etc., approval of which he applied for.

The Board issued an order approving the same.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of M. L. Stebbins, manager Bath and Hammondsport Railroad Company, relative to fare charged on that road. Ordered usual course, and Secretary directed to write as to the chapter under which special charter was obtained.

Letter of D. C. Robinson, relative to extension of time in which to file report. Ordered time extended until October 10, 1891.

Letter of R. Kraft, relative to crossing on Staten Island Rapid Transit road, etc. Ordered usual course.

Letter of D. C. Robinson, relative to application for increase of motive power on Elmira and Horseheads Railroad. Ordered, Secretary write as to whether consents had been obtained.



Letter of J. M. Jones conveying letter of W. W. Brown relative to dangerous crossing at Penfield. Ordered, Secretary write pointing out law authorizing local authorities to proceed and asking which of two courses he will select.

Letter of John Muir (Edison Company) relative to statistics from electric road, from street railway companies for annual report. Referred to E. B. Hastings.

Letter of J. D. Layng (general manager West Shore Railway). Ordered filed.

Letter of C. R. Lockwood, Jamestown, relative to bridge over railroad tracks. Ordered, that letter as dictated, copy of which is on file, be sent.

Letter of Hon. Whitelaw Reid, United States Minister to France, relative to accidents near St. Maude, France. Ordered filed.

Letter of E. A. Wasson relative to the Staten Island Railway Company, relative to fare, accommodation of passengers, etc. Ordered, Secretary write asking the rate of fare road is legally entitled to charge, and that letter as dictated, copy of which is on file, be sent.

The Board adjourned until Tuesday, September twenty-second, at 10 A. M.

#### TUESDAY—10 A. M.

The Board heard Judge Balue and Mr. Van Ness in the matter of Ray Hubble against Fonda, Johnstown and Gloversville Railroad Company.

Also Mr. Brownell of Sprague. Morey Sprague and Brownell in matter of application of New York, Lake Erie and Western for permission to suspend the operation of Conesus Lake branch. Granted under conditions and report ordered issued.

Also in matter of McNair against New York, Lake Erie and Western operating Erie and Genesee Valley Railroad. Commissioner Rogers submitted a report. Adopted and ordered issued.

Commissioner Baker submitted a report in matter of accident near Champlain, August 5, 1891, on Ogdensburg and Lake Champlain branch of Central Vermont Railroad. Adopted and ordered issued.

Secretary submitted letter of R. Kraft. Ordered filed.

Also of S. A. Cheever, applying for permission to suspend operation of Rockaway village railroad during winter months. Hearing on same set down for Monday 28th. 2 P. M., and the same ordered advertised.

The Board adjourned until 28th inst., 1.30 P. M.

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#### SEPTEMBER 28, 1891.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of John W. Boyle (Utica Belt Line) asking further time in which to answer in the matter of James Merriman. Granted.

Letter of J. F. Emmons, president Staten Island Rapid Transit Railroad Company, being answer to complaint of R. Kraft. Ordered usual course.

Letter of S. Gannon, general superintendent Staten Island Rapid Transit Railroad Company, relative to the rate of fare obtaining on the above road. Ordered filed.

Complaint of A. V. N. Etten & Son against the West Shore Railroad Company, alleging failure to conform to the conditions of a deed accepted by the authorities of the Wallkill Valley Railroad Company, lessors. Ordered usual course.

Answer of the New York Central and Hudson River Railroad Company to the complaint of Bernard Oeinck as to unnecessary whistling. Ordered sent to the complainant.

Application of the Rochester and Glen Haven Railroad Company for permission to suspend operations during certain winter months. Ordered that hearing on the same be set down for Monday October fifth at 2 P. M., and the same be advertised.

The Board heard Lewis E. Carr, attorney for the New York, Lake Erie and Western Railroad Company in the matter of M. J. Cunningham against said road, (citation for failure to conform to the recommendations of the Board). Ordered that proceedings be suspended until the Board can satisfy itself as to the contentions of counsel, that safety of operation is endangered and that Mr. Spencer be instructed to make an examination.



Also of R. T. Cummings representing the Rockaway Village Railroad Company in the matter of its application for suspension of operation. Ordered that hearing on the same be set down for October 5, 2 P. M., and the same be advertised in the Long Island Farmer and the Rockaway Journal.

Letter of A. E. Godefray, president Kanona and Prattsburgh Railroad Company, relative to maps and specifications of bridges. Ordered that letter as dictated, copy of which is on file, be sent.

The Board took a recess until Tuesday, September 29th, 10 A. M.

SEPTEMBER 29 — 10 A. M.

The secretary submitted the answer of John W. Boyle, attorney for the Utica Belt Line to complaint of Josiah Perry, corporation counsel, Utica. Ordered usual course and hearing set down for October 5th, 2 P. M.

Also letter of M. E. Blasier being complaint against Utica and Mohawk. Ordered usual course.

Also A. G. McKay relative to fares, Wagner Palace Car Co. Ordered that letter as dictated, copy of which is on file, be sent.

Board adjourned until October 5th, 1.30 P. M.

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OCTOBER 5, 1891.

The Board met pursuant to adjournment.

The minutes of the last meeting were approved.

The Secretary submitted the accumulated business, under the rule, as follows:

Complaint of M. W. Leech, commissioner of highways, Onondaga county, alleging dangerous crossing at Kirkville. Ordered usual course.

Application of the Riker Avenue and Sanford's Point Railroad Company, to suspend operation from the 1st day of January, 1892, to the 1st day of April, 1892. Ordered that hearing on the same be set down for Monday, October nineteenth, and the same be advertised.

Letter of Bernard Oeinck and others, announcing compliance with the recommendation of the Board in the matter of his complaint against New York Central and Hudson River Railroad Company. Ordered filed.

Letter of J. W. Boyle and Josiah Perry, attorneys on either side in the matter of the Utica Belt Line, asking postponement until November. Ordered postponed, hearing be set down for November ninth, 2 P. M.

Brief in the matter of the application of the Rochester and Glen Haven Railroad Company for leave to suspend operations in the winter months. Ordered that Secretary send for the proof of publication of notice and inform the company that, upon its receipt, the Board will act promptly.

Letter of William J. Fowler, relative to the application of the Rochester and Lake Ontario Railroad Company for leave to suspend operation. Ordered filed.

Petition of citizens of Jamestown, asking relief, at the Main street crossing of that city. Ordered usual course.

Letter of J. D. Layng (general manager West Shore), relative to complaint of C. L. Northrup. Referred to Commissioner Rickard.

Application of the Brooklyn Heights Railroad Company for an increase of capital stock. Granted, and order as dictated be issued.

Ordered that the order of Board granting permission to suspend operation of Rockaway Village Railroad Company be issued.

Ordered that Secretary write to the B., R. and P. R. R. Co. for the profile of road, showing the grade between Maple Wood and Scottsville.

Letter of L. I. Boynton Bicycle Railroad Company relative to annual reports and classification of grade. Ordered that Secretary write no report is required until road is in operation, and that the road does not seem to come under any classification of grade provided by law.

Letter of Arthur More (M. J. Cunningham case). Ordered acknowledged and filed.

Ordered that letter to Hon. C. M. Depew, relative to Fourth avenue tunnel accident, copy of which is on file, be sent.

Ordered that letter to Hon. C. M. Depew, relative to the Tarrytown accident, copy of which is on file, be sent.

The Board adjourned until Monday, October 12, 1891.



OCTOBER 12, 1891.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business, as follows:

Application of New Jersey and New York Extension Railroad Company for an increase of stock. Ordered that the Secretary write for a statement of the cost of construction and equipment in detail.

Letter of M. E. Blasier, relative to the fare charged by the Mohawk and Utica Railroad Company. Ordered that letter as dictated, copy of which is on file, be sent, and copy of Blasier's letter be sent road.

Answer of West Shore Railroad Company to complaint of A. V. N. Elting. Ordered usual course.

Letter of John S. Wilson, president Poughkeepsie Bridge Company. Ordered that letter as dictated, copy of which is on file, be sent.

Letter of H. G. Young, second vice-president Delaware and Hudson Canal Company, relative to the accidents of the Cherry Valley Railroad Company. Ordered that letter as dictated, copy of which is on file, be sent.

Letter of M. M. Skiff of Jamestown, relative to the Main street crossing. Ordered that the Secretary write Mr. Spencer to go to Jamestown and make an investigation of the point complained of.

Letter of J. Perry, relative to Utica and Mohawk Railroad Company. Ordered that he be written that affidavits will be sufficient.

Letter of W. D. McNair, relative to fences on the line of the Erie and Genesee Railroad. Ordered that John King and Loren C. Woodruff and August Stein be ordered to show cause before the Board on Monday, nineteenth instant.

Application of the Kaaterskill Railroad Company for leave to suspend operations during the winter months. Ordered that hearing be set down Monday, nineteenth instant, 2 P. M.

Letter of Fuller and Glen, relative to frogs. Ordered that a letter as dictated, copy of which is on file, be sent.

Ordered that the Secretary write for full particulars as to the accident near Hyde Park, October tenth.

Also H. G. Young, of Delaware and Hudson Canal Company, as to accident near Binghamton. Ordered that the report relative to the application of the Rochester and Glen Haven Railroad Company for leave to suspend operations, submitted by Commissioner Baker, be adopted and issued.

The Board adjourned to Monday, nineteenth instant, 1:30 P. M.

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OCTOBER 19, 1891.

The Board met pursuant to adjournment.

The minutes of last meeting were read and approved.

Alpheus Buckley, attorney, appeared for the New York, Lake Erie and Western road in the matter of the complaint of McNair and Kennedy against the Erie and Genesee Valley road and relative to fences, in answer to citation. A. S. Murray, Jr., for August Stein, answered similar citation by letter. Sprague, Morey, Sprague & Brownell (also for Erie road) answered citation by letter. Charles J. Bissell of Rochester (as a citizen) filed a letter in same matter. Ordered letters sent, as dictated and on file.

James H. Jones, superintendent Kaaterskill Railroad, appeared in matter of application of such company to suspend operation during winter months. No one appeared in opposition. Commissioner Rogers submitted a report in this matter granting consent to suspend, which was adopted and ordered issued.

Thomas W. Spencer, inspector, submitted a report of an inspection of the Erie road in the neighborhood of Underwood's Crossing, as ordered by Board in matter of M. J. Cunningham against New York, Lake Erie and Western Railroad Company. Laid over and carry on file.

Commissioner Rogers submitted a report in the matter of the accident on the New York Central and Hudson River Railroad, near Tarrytown, May 19, 1891. Adopted and ordered issued.



L. Marshall, counsel for Consolidated Railway Company of Syracuse, in matter of change of motive power, appeared and asked until Monday, October twenty-sixth in which to file his brief in the case. Order granted; he to furnish other side with copy of brief.

Acting Secretary submitted accumulated business, as follows:

Letters of A. V. N. Elting & Son, and their counsel, Bernard & Van Wagoner, relative to their complaint against Wallkill Valley Railroad Company. Ordered hearing in matter set down for Monday, October twenty-sixth, at Capitol, Albany.

Letter of J. D. Layng, general manager West Shore Railroad, relative to Kirkville Crossing (complaint of M. W. Leach), highway commissioner. Ordered usual course.

Letter of Rudolph Kraft relative to dangerous crossing on Staten Island railroad and unfit cars on same road. Referred to Commissioner Rickard.

Letter of James D. Bagg relative to automatic pipe company. Ordered filed.

Letter of Butler, Stillman & Hubbard inclosing papers in matter of application of Northern Adirondack Railroad for increase of capital stock. Ordered letter sent them as dictated.

Recess until October twentieth, 10 A. M.

#### OCTOBER 20, 1891.

Letter of James S. Root, relative to farm crossing, complaint against Lehigh valley railroad. Letter sent P. Wilbur, president Lehigh Valley Railroad and James S. Root, as dictated and on file.

Letter of C. M. Depew, president New York Central and Hudson River Railroad Company, inclosing letter from H. W. Webb, third vice-president, relative to rules governing the transportation of dynamite on that road. Ordered filed.

Letter of John N. Lewis, asking for an opportunity for a conference with a commissioner, relative to Timpson's station. Ordered letter sent him as dictated and on file.

Thomas W. Spencer, inspector, submitted a report of an examination of the Main street crossing in Jamestown of the Erie road. Ordered letter sent M. M. Skiff of complainants, and John King, president of road, with copy report as dictated and on file. Two letters from Thomas W. Spencer, same subject, ordered filed.

Letter of J. W. Boyle, counsel Belt Line railroad of Utica, answering complaint of J. Merriman, as to noise at Schuyler street crossing of said road with Delaware, Lackawanna and Western railroad. Ordered usual course.

Complaint of Milton Travis, highway commissioner (by Mare & Scott, attorneys), town of Deposit, as to obstructed highway in that town near Hales' eddy. Ordered usual course, with letter dictated to John King, president New York, Lake Erie and Western railroad as dictated and on file.

Letter of James F. Mann, Utica and Mohawk street railroad, in the matter of complaint of M. E. Blasier, as to fare on that road. Ordered usual course.

Letter of H. W. De Forest (including papers), as to application of New Jersey and New York Extension railroad for increase of capital stock. Commissioner Rogers submitted a report approving proposed increase of capital in this matter, which was adopted, and ordered issued.

Letter of John S. Wilson, president Poughkeepsie Bridge Company, relative to tie rods on bridge. Ordered carried on file.

Letter of John M. Toucey, general manager New York Central and Hudson River Railroad, inclosing report on accident at Hyde Park October 10, 1891. Ordered letters written Coroner Joseph G. Frost and J. M. Toucey, as dictated and on file. Carry papers on file.

Letter of H. S. Stebbins, in reply to inquiry as to rate of fare on the Bath and Hammondsport road. Ordered filed, and letter as dictated sent to J. R. Kingsley (the inquiry).

Letter of James L. Young, complaining of condition of fences on the Central New England and Western Railroad. Ordered letter sent John Wilson, president of the company as dictated and on file, and letter sent James L. Young, as dictated and on file.



Letter sent J. H. Hempstead, president Riker Avenue and Sanford's Point railroad, relative to cessation of operation during winter months, as dictated and on file.

Letter of Thomas W. Spencer, inspector, relative to defective trestle on Erie road at Jamestown. Letter sent John King, president, as dictated and on file. Letter carried on file.

Letter sent C. M. Depew, president New York Central and Hudson River Railroad, relative to schedule of train No. 57 on the Hudson River division.

Commissioner Rickard submitted report in matter of Montezuma accident on West Shore road, August 6, 1891. Laid over for a week.

Letter of Edward Mitchell, coroner, Tarrytown. Ordered filed.

Board adjourned to October 26th, 2 P. M., Albany.

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OCTOBER 26, 1891.

The Board met pursuant to adjournment.

The minutes of last meeting were read, and as corrected were approved.

Mr Van Wagoner appeared on behalf of the complainants in the matter of the complaint of A. V. N. Elting and another against the West Shore Railroad Company, or its lessor, the New York Central and Hudson River Railroad Company, operators of the Wallkill Valley Railway Company. Hon. Hamilton Harris appeared on behalf of the New York Central and Hudson River Railroad Company and the West Shore Railroad Company. Ordered that report of the same be adopted and decision issued.

In the matter of the application of the Northern Adirondack Railroad Company, for the approval of the Board, for an increase of the capital stock of said company from \$450,000 to \$840,000. Mr. Hurd, president of the company, appeared in person, accompanied by Mr. Mynderse, of New York city, of counsel for the company. Matters were laid over for further action until the next regular meeting of the Board.

In the matter of the application of the Riker Avenue and Sandford's Point Railroad Company, for permission to cease the operation of its road during the winter season, (set down for hearing October 19, 1891, and no one appearing) due proof of publication of the notice of hearing having been filed. Order of the Board, granting such permission from January 1, 1892, to April 1, 1892, as dictated, directed to be sent to Messrs. Foster and Foster, attorneys for the Railroad Company, 132 Nassau street, New York city.

The acting Secretary submitted the accumulated business under the rule, as follows:

Communication of James Merriman, of Utica, in matter of the Utica Belt-Line Street Railway Company crossing of Delaware, Lackawanna and Western Railroad Company tracks at Columbia street, Utica. Ordered placed on file.

Communication from John King, New York, Lake Erie and Western Railroad Company, per A. Trumbell, his secretary, relative to iron bridge over Chautauqua Lake outlet, west end of Jamestown yard. Ordered filed, and further ordered that reference to the statement in said letter, as to proposed renewal of such bridge be added to the report made by Inspector Spencer as to the road now on file with the Board.

In matter of complaint of James L. Young v. Central New England and Western Railroad Company, communication of October 21, 1891, from John S. Wilson, president of the company, received. Ordered filed and a copy sent to complainant desiring him in due season to advise Board, whether the company has given the matter the prompt attention promised in Wilson's letter. In the same matter letter from complainant of October 21, 1891 read and ordered filed.

In matter of complaint of J. S. Root, against Buffalo and Geneva Railway Company (now Lehigh Valley Railway Company). Communication from E. P. Wilbur, president of Lehigh Valley Railway Company of October 21, 1891, read and ordered on file. Also communication from complainant with diagram attached, dated October 21, 1891, submitted and ordered that copy of letter and diagram be sent to president Wilbur.



Communication from W. H. Nelson, relative to improper trackage charges made by New York, New Haven and Hartford Railroad Company, submitted and ordered that the acting Secretary advise Nelson, that if he will make specific statements of the ground of complaint against the railroad company and forward same to the Board, it will take such action in the premises as the facts may warrant.

Complaint of Citizens Association, school district No. 3, Blythebourne, Kings county, against the Brooklyn, Bath and West End Railroad Company submitted. Ordered that a copy of complaint be sent with letter as dictated.

Application of Elmira and Horseheads Railway Company to Board to designate date for hearing in matter of a change of its motive power, from horse to electricity upon the balance of its lines not already covered by the permission of the Board heretofore granted to said railway company. Ordered, that hearing be set down for 10 A. M., Thursday November 5, 1891, at Albany, and that president of the company be notified of the same and also that proper notices of hearing be sent to him to be duly advertised in two Elmira dailies until day of hearing, with directions that proof of publication of such notices to be presented on the hearing.

Ordered that acting secretary forward to Dr. Seward Webb, president of the Wagner Palace Car Company, New York city, letter as dictated, as to use of kerosene oil stoves for cooking purposes on cars of such Palace Car Company.

Recess taken until 9.30 A. M., Tuesday, October 27, 1891.

OCTOBER 27, 1891.

Board reconvened.

The Board took up the report of Commissioner Rickard in the matter of the accident on West Shore Railroad near Montezuma, August 6, 1891, submitted at its last meeting, and after discussion, the same was approved and adopted, and it was ordered that such report, together with the decision of the Board, be printed, and thereafter to take the usual course.

Commissioner Rogers submitted the decision of the Board in the matter of the complaint of A. V. N. Elting & Son v. West Shore Railroad Company, operating the Wallkill Valley Railway. Same approved, and ordered that a copy thereof be sent to complainants, and also to Ashbel Green, president of the Wallkill Valley Railway Company.

Board adjourned to 10 A. M. Thursday, November 5, 1891, at Albany.

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NOVEMBER 5, 1891.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Two letters from Butler, Stillman & Hubbard, relative to the application of the Northern Adirondack Railroad Company, for an increase of capital stock. Report on the same adopted, and the approval given.

Complaint of A. Jackson, Jr., alleging discrimination against the Long Island Railroad Company, and the Pennsylvania Railroad Company, in refusing to give receipts for baggage delivered in course of business. Ordered usual course.

Letter of John S. Wilson, relative to Poughkeepsie bridge. Ordered filed.

Of M. M. Leech, being reply to the answer of the West Shore Railroad Company. Ordered that the Secretary send a copy of the letter to the West Shore and write that it would seem that Mr. Leech did not approve of the method suggested by the railroad company at the time of the conference spoken of.

Of M. M. Skiff, of Jamestown, relative to the proposed width of drawbridge over navigable stream. Ordered that the letter as dictated, copy of which is on file, be sent.

Of J. L. Young, relative to condition of the fences on the line of the C. N. E. & W. R. R. Ordered that the letter to the company, copy of which is on file, be sent.

Of C. E. Lloyd, making the same complaint. Ordered that he be written that the Board has called upon the company to satisfy it by the sixteenth inst. that it would repair the fences, and if it did not it would report the fact to the Attorney-General.



Of John W. Boyle, (Utica Belt Line Street Railroad Company), relative to the Delaware, Lackawanna and Western crossing. Ordered that the papers in the case be sent to the inspector and he be requested to report by Monday next.

Of H. W. Webb, third vice-president New York Central and Hudson River Railroad Company, relative to the local suburban train service in and out of New York. Ordered that the letter as dictated be sent.

Of John King, president New York, Lake Erie and Western Railroad Company, relative to the crossing at Deposit. Ordered usual course.

Of Austin Corbin, president Long Island Railroad Company, being answer to complaint of Commissioner Rogers. Ordered that the letter as dictated, copy of which is on file, be sent.

Copy of the testimony in the inquest into the Hyde Park accident. Ordered filed.

Col. D. C. Robinson, (Elmira and Horseheads Railroad Company), was heard in the matter of the application of that road for permission to change its motive power on a portion of its line. Ordered that the same be granted and that the report on the same be adopted as the order of the Board.

Ordered that the letter to Mr. John M. Toucey, copy of which is on file, be sent.

The Board adjourned until Monday, November 9th, 1.30 P. M.

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NOVEMBER 9, 1891.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of W. S. Bissell (Lehigh Valley Railroad Company), relative to the complaint of J. S. Root about a necessary farm crossing at Phelps. Ordered that a copy of the letter be sent to the complainant, and the discrepancy as to the height of the embankment be pointed out, and the fact noted that if the height be only six feet, then an under-crossing would not be feasible.

Letter of the Pullman's Palace Car Company, the New York, Lake Erie and Western Railroad, the Wagner Palace Car Companies, relative to the lighting of cars, and also of J. A. Norton, railroad commissioner of Ohio. Ordered filed.

Of Austin Corbin, president Long Island Railroad Company, relative to the complaint of A. Jackson, Jr. Ordered that a copy of the letter be forwarded to the complainant, together with a request that the complaint be made more specific.

Application of the Catskill Mountain Railroad Company for permission to suspend operations from the twelfth day of December to the 2d day of May, 1892. Ordered that notice of the same be advertised, and the hearing be set down for November 16th.

Letter of Austin Corbin, relative to the complaint of Commissioner Rogers. Ordered that the case be closed.

Of A. V. N. Elting & Son, acknowledging receipt of decision of Board in their complaint. Ordered filed.

Of John S. Wilson, president C. N. E. and W. R. R. Co., relative to the complaint of J. L. Young of Copake. Ordered that it be carried on file until the company was heard from.

Of Kelly and MacRae, asking as to methods to be pursued in applying for a change of motive power. Ordered that the Secretary answer the same.

Report of the inspector as to the crossing of the Utica Belt Line Railroad Company and the Delaware, Lackawanna and Western Railroad Company. Ordered that the Secretary send a copy of the report to the railroad company of Utica, and ask why a crossing-plate, as recommended by the inspector, could not be put down.

Of Arthur More, relative to the complaint of M. J. Cunningham. Ordered that the letter as dictated, copy of which is on file, be sent. Also letter to New York, Lake Erie and Western Railroad Company, as dictated, copy of which is on file, be sent.

Of John King, president New York, Lake Erie and Western Railroad Company, relative to the Jamestown crossing. Ordered that the same be kept on file until the city of Jamestown be heard from.



Of J. L. Young, relative to his complaint against the C. N. E. and W. R. R. Co., as to fences. Ordered kept on file.

Complaint of W. H. Nelson, alleging undue track charges. Ordered usual course.

The Board heard John W. Boyle, of counsel of Utica Belt Line Street Railroad Co, and J. Perry, corporation counsel, Utica, relative to abandonment of a portion of its line. Decision reserved.

The Board adjourned until Monday, November 16th.

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NOVEMBER 16, 1891.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business, as follows :

Of J. B. Lewis, relative to an automatic coupler. Ordered that the Secretary write saying that the Board has no room in New York where a model could be put on exhibition.

Of A. H. Brown, a complaint as to the improper location of a proposed new station at West Batavia. Ordered usual course.

Of John H. Brennan, relative to a change of motive power on the Yonkers street railroad. Ordered that the same be referred to Commissioner Rogers, and that the Secretary write that the Commissioner could be seen at the Union League Club on Wednesday, the 18th, at 10.30, prompt.

Of Austin Corbin, president Long Island Railroad Company, being answer to the letter of Board as to A. Jackson's complaint. Ordered that a copy of the letter be sent to A. Jackson, Jr.

Of E. A. Mosely, Interstate Commerce Commissioner. Ordered filed.

Of E. A. Handy, chief engineer Lake Shore and Michigan Southern Railroad Company. Ordered that the Secretary write that the blue print has not yet come to hand; that when it is received, if it explains all the details, the Board may be able to give its approval without further investigation; that this, however, seldom happens, and, therefore, if the company is in a hurry it would be well for some representative of the company to be in attendance on the 23rd inst., at 2 P. M., to explain anything that may need explanation.

Of Franklin Couch, relative to the bridging of a navigable stream. Ordered filed.

Of M. M. Skiff, secretary of public works, Jamestown, New York, relative to the Main street crossing. Ordered that hearing on the same be set down for Tuesday, 24th inst., at 10 A. M.

Of the Statute Revision Commission of Kentucky, asking for suggestions as to revision of corporation law. Ordered that the Secretary send a copy of the new corporation laws and the criticism of the Board on the same.

Of J. D. Layng, general manager West Shore Railroad Company, relative to the Kirkville crossing. Ordered that it be sent forward.

The Board heard William Smith, president of Greenbush, and J. Winn, a trustee, relative to the approaches of the Broadway bridge. Ordered that the letter, as dictated, be sent.

The Board heard Mr. George A. Beach, Catskill Mountain Railway Company, in the matter of suspending operations from the 12th day of December, 1891, to the 15th day of May, 1892. Ordered that the same be granted, and that the order, copy of which is on file, be sent.

The Board took a recess until Tuesday, November 17th inst.

NOVEMBER 17, 1891.

The Board took up the question of the suburban train service in and out of New York on the New York Central and Hudson River Railroad. Ordered that the letter as dictated, copy of which is on file, be sent.

Ordered that the letter as dictated to C. M. Depew, president New York Central and Hudson River Railroad Company, relative to the ventilation and lighting of the Fourth avenue tunnel, copy of which is on file, be sent.



Ordered that the letter to E. A. Handy, chief engineer Lake Shore and Michigan Southern Railroad Company, relative to interlocking signal, copy of which is on file, be sent.

Commissioner Rickard submitted a report in the matter of the complaint of C. L. Northrup against the West Shore Railroad Company. Ordered adopted and issued.

Also a report in the matter of the accident occurring at Crook's crossing of the Staten Island Transit Railway on October 6, 1891. Adopted and ordered issued.

Commissioner Rogers submitted a letter from Wm. C. Downing, relative to the use of the Roger carburettor system of car lighting in this State. Ordered that the letter as dictated, copy on file, be sent.

The Board adjourned until Monday, November 23, 1891.

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NOVEMBER 23, 1891.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business, as follows :

Letter of M. M. Friend, relative to the ownership and other details of a certain extension of Brooklyn City Railroad Company on Second avenue, county of Kings. Referred to the accountant for investigation and report.

Of J. Perry, corporation counsel, city of Utica, asking that time in which to file his brief in matter of Utica against Utica Belt Line Street Railway Company be extended. Ordered extended.

Of W. H. Nelson, relative to his complaint against the New York, New Haven and Hartford Railroad Company. Ordered closed.

Of C. M. Depew, president of the New York Central and Hudson River Railroad Company, relating to ventilating and lighting Fourth avenue tunnel. Ordered referred to Commissioner Rogers.

Of J. M. Toucey, general manager of the New York Central and Hudson River Railroad Company, relative to Hyde Park accident. Ordered referred to Commissioner Rogers.

Of J. J. Maloney, clerk of the common council of the city of Elmira, relative to the approval of a change of motive power for Elmira and Horseheads Railroad Company. Ordered that letter as dictated, copy of which is on file, be sent.

Of C. Cicil, assistant secretary of the Board of Trade, Railway Department, London, England. Secretary ordered to acknowledge the same.

Of M. S. Blair, of the R. H. and L. R. R. Ordered sent to the inspector, with instructions to return the letter with a copy of his answer.

Of A. J. Roux, being complaint of over crowding of the Fourth and Eighth avenue roads, New York city. Ordered usual course.

Of C. C. McCain, auditor of the Interstate Commission. Ordered that letter as dictated, copy of which is on file, be sent.

Of C. D. Flagg, general superintendent of the Wagner Palace Car Company, relative to authority to use cooking stoves used on buffet cars. Ordered that letter as dictated, copy of which is on file, be sent.

Of J. A. Norton, commissioner of railroads and telegraphs, Ohio. Referred to Commissioner Rogers, with other letters, on subject of use of oil on passenger cars.

Of E. A. Handy, chief engineer of the Lake Shore and Michigan Southern Railroad Company, relative to interlocking signal at crossing of above road and Buffalo creek. Order of the Board, copy of which is on file, approving the same, be sent.

Of John King, president New York, Lake Erie and Western Railroad Company, relative to Jamestown Main street crossing. Ordered filed.

Of Frank Loomis, general counsel for the New York Central and Hudson River Railroad Company, relative to the recommendation of the Board, in the matter of suburban train service. Ordered that letter as dictated, copy of which is on file, be sent.



Of C. M. Depew, president New York Central and Hudson River Railroad Company, to the chairman of the Board, relative to the same. Ordered filed.

Of John King, president New York, Lake Erie and Western Railroad Company, and Arthur More, of counsel for complainants in M. J. Cunningham et. al., against the above road, relative to stopping at Underwood crossing. Ordered that letter, as dictated, copy of which is on file, be sent.

Of John S. Wilson, Central New England and Western Railroad Company, relative to complaint of James L. Young. Ordered that W. P. Brennock be sent to inspect the fences.

Commissioner Rogers submitted a report in the matter of an accident occurring near Hyde Park station on the New York Central and Hudson River Railroad, October 10, 1891.

Board adjourned until Tuesday, November 24, at 10 A. M.

NOVEMBER 24, 10 A. M.

The Board heard D. C. Robinson in the matter of the change of motive power of the Elmira and Horseheads Railroad Company. Ordered that letter, as dictated, copy of which is on file, be sent.

The Board heard Mr. Shaw, corporation counsel of Jamestown, M. M. Skiff, secretary board of public works, Alderman Willard of Jamestown, C. W. Buckholtz, engineer, and A. Mordecai, assistant engineer New York, Lake Erie and Western, in matter of Jamestown Main street crossing.

The Board considered the application of the Brooklyn City, the Atlantic Avenue, the Coney Island and Brooklyn, and the Brooklyn City and Newtown Railroad Companies for a change of motive power on their routes. Ordered that letters, as dictated, copies of which are on file, be sent.

Also, letter of O. E. Godeffroy, receiver of Kanona and Prattsburg Railroad Company. Ordered filed and printed, with inspector's report.

Ordered, that letter to T. W. Spencer, inspector, relative to Jamestown Main street crossing, copy of which is on file, be sent.

Commissioner Baker offered the following resolution:

Whereas, This Board has learned of the bereavement of one of its members, Hon. Michael Rickard, in the death of his son;

*Resolved*, That the sympathy of the Board be extended to Commissioner Rickard and his family in their affliction. Adopted.

The Board adjourned to Monday, November 30th, 1.30 P. M.

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NOVEMBER 30, 1891.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business, under the rule, as follows:

Of J. N. Partridge, president Brooklyn and Newtown City Railroad Company, in reference to proposed change of motive power. Ordered filed.

Of C. M. Depew, president New York Central and Hudson River Railroad Company, relative to the proposed new depot at West Batavia. Ordered usual course

Of C. R. Lockwood, Jamestown Railroad Company, relative to fares to be charged thereon. Ordered that letter, as dictated, be sent.

Report of the inspector on the matter of the Jamestown Main street crossing. Ordered sent to the complainants.

Letter of E. M. Rossitter, of Fourth Avenue and J. J. O'Donohue, of the Eighth Avenue Railroad Company, of New York city, being answers to the complaint of A. J. Roux. Ordered usual course.

Letter of E. A. Moseley, secretary Interstate Commerce Commission. Ordered filed.

Letter of B. A. Patterson, relative to the Crook's crossing accident on the Staten Island Rapid Transit railroad. Ordered that letter as dictated be sent.

Letter of J. F. Emmons, president Staten Island Rapid Transit Railroad Company, relative to the report of inspector. Ordered attached to inspection report and published with same.



Application of the Oneida Street Railroad Company for permission to suspend operations during the winter months. Hearing set down for December 7th, 1891, and the same ordered advertised.

Report of Inspector on letter written to M. S. Blair, receiver of the Hornellsville and Western Railroad Company. Ordered filed.

Letter of James L. Young, relative to his complaint against the Central New England and Western Railroad Company. Ordered that letter to James L. Young and J. S. Wilson, president of the road as dictated be sent.

Commissioner Rogers reported verbally on the hearing in the matter of train No. 57 of the New York Suburban service, held in New York on the 28th inst.

The Board took a recess until Tuesday, December 1st, 10 A. M.

#### DECEMBER 1, 1891.

The Board heard Mr. D. C. Robinson in the matter of his application for a modification of the order made in the application for permission to change the motive power of the Elmira and Horseheads Railroad Company. Modification granted. Ordered that copies of the same be sent to D. C. Robinson, the mayor of Elmira, and the clerk of the Common Council of Elmira.

The Board considered the communication of J. L. Young and the drawing accompanying the same. Ordered filed.

Also the complaint of E. E. French against the Utica Belt Line Street railroad. Ordered that letter as dictated be sent.

Also letter of W. H. Ritter, relative to the Otis Elevating Railway Company. Ordered that letter as dictated be sent.

Also complaint of W. S. Carson against the New York Central and Hudson River Railroad Company. Ordered usual course.

Also the letter of E. A. Moseley, Secretary Inter-State Commerce Commission, relative to forms of accident reports. Ordered sent.

Ordered that the letters of M. S. Blair and George D. Chapman, relative to the condition of the Lackawanna and Pittsburgh Railroad Company to be sent with copies of the inspection report of the Inspector, and ordered that they show cause on December 8th, 10 A. M., why recommendation that passenger trains should not run over the Stony Brook viaduct, until put in safe condition, should not be made.

The Board adjourned until Monday, December 7th, 1891.

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#### DECEMBER 7, 1891.

The Board met pursuant to adjournment.

The minutes of last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of C. D. Flagg, general manager Wagner Palace Car Company, relative to the use of oil stoves on palace cars. Ordered that letter as dictated be sent.

Letter of E. E. French, of Utica. Ordered that Secretary write that if he does not see fit to send in a specification of his complaint of what he desires the complaint will be dismissed.

Letter of Arthur More, of counsel for M. J. Cunningham et al. Ordered that the Secretary send the letter to the Inspector and he be written as to whether its statement modifies his views expressed in his report.

Letter of Jewell & Stoneman, being a complaint against the Western New York and Pennsylvania Railroad Company of excessive freight rates. Ordered usual course.

Letter of John S. Wilson. Ordered filed.

Letter of John Greene, being complaint against the Delaware, Lackawanna and Western Railroad Company. Ordered usual course.

Letter of George W. Smith, relative to a coupler device. Ordered that letter as dictated be sent.

Letter of Edward Redmond, relative to railroad appliances. Ordered that letter as dictated be sent.



Letter of J. L. Young, relative to fences. Ordered that letter as dictated be sent.

Letter of Railroad Torpedo Machine Company. Ordered filed.

Letter of W. H. Ritter, relative to the Otis Elevating Railroad Company. Ordered that letter as dictated be sent.

J. L. Wood was heard by the Board in the matter of lighting railroad tunnels.

Commissioner Rogers submitted a draft of the annual report of the Board. Adopted, and ordered approved and printed.

Commissioner Baker submitted a report in the matter of the Oneida Street Railroad Company's application for permission to suspend operations during the winter months. Adopted, and ordered issued.

The Board adjourned until Tuesday at 10 A. M.

DECEMBER 8 — 10 A. M.

The Board heard M. S. Blair, receiver of the Hornellsville, Lackawanna and Pittsburg Railroad Company, in the order to show cause why the road should not be prohibited from running on certain portions of it.

Ordered, the Board will suspend action in the matter until next Monday, December 14, 1891. What the action of the Board will be then, will depend on what Mr. Stowell reports, in other words, if the report of Mr. Spencer is substantiated, that the viaduct is in immediate dangerous condition, the Board will recommend the discontinuance of trains; if there is no immediate danger, the Board will give the road an opportunity to procure money to put the viaduct in safe condition.

The Board heard Mr. H. L. Sprague in an application for the consent of the Board to the reincorporation of the Herkimer, Newport and Poland Railroad Company. Consent granted.

The Secretary submitted the reply of A. J. Roux to the answer of the Fourth and Eighth Avenue roads to his complaint. Ordered filed.

Commissioner Rickard submitted a report in the matter of the accident occurring west of Adrian, on the New York, Lake Erie and Western Railroad. Adopted and ordered issued.

Reply of A. H. Brown, to the answer of the New York Central and Hudson River Railroad Company to his complaint. Ordered that the Secretary write that the Board deems that it should have a petition as representing the sentiment of the community.

Answer of the New York Central and Hudson River Railroad Company to the complaint of W. S. Carson. Ordered usual course.

The Board adjourned until Monday, December 14, 1891.

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DECEMBER 14, 1891.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Application of the Yonkers Railroad Company for permission to change its motive power. The Board heard Mr. John F. Brennan, of counsel, and Mr. Montague for the company, and set down the date of December twenty-second as a date of hearing, at the Chambers of Commerce, at 11 A. M. Ordered the same to be advertised.

Petition of residents of the town of York, asking that the Delaware, Lackawanna and Western Railroad Company may be compelled to resume stops at three stations recently discontinued. Ordered usual course.

Ordered that Secretary write to the Boston and Albany Railroad Company, directing attention to the failure of the company to make the answer agreed to be made in writing to the complaint of the trustees of Greenbush.

Letter of Wm. H. Morris, president Pottstown Iron Works, relative to a supposed order of the Board in the matter of the quality of steel. Ordered that letter as dictated be sent.



Complaint of Mrs. M. A. Robinson against the New York and Massachusetts Railroad Company. Ordered usual course.

Letter of C. R. Lockwood, relative to the Jamestown Main street crossing. Ordered filed.

Report of the Inspector as to the Underwood crossing. Ordered sent to the company with the letter as dictated, together with the letter of Mr. More, counsel.

Complaint of E. E. French, relative to impassible condition of road in front of her hotel, made so by the Utica Belt-Line road. Usual course.

Further complaint of A. Jackson, Jr., against the Long Island Railroad Company. Ordered the letter be sent to company.

Answer to the complaint of Jewell and Stoneman by the Western New York and Pennsylvania Railroad Company. Ordered usual course.

Letter of Edmund Redmond, relative to railroad appliances. Ordered filed.

Letter of J. L. Young. Ordered that letter as dictated be sent.

Papers relative to the Thurston coupler. Ordered filed.

Application of the Brooklyn Elevated Railroad Company to be permitted to abandon a portion of its route. Ordered that hearing on the same be set down for December 22d, 12 M., at the chamber of commerce, and the same be advertised.

Letter of C. D. Flagg, Wagner Palace Car Company. Ordered filed.

Letter of D. A. Moran, relative to doors on palace cars. Ordered filed.

Letter of Randolph Kraft, relative to a crossing on the Staten Island Railroad. Ordered that letter as dictated be sent.

The bridge engineer submitted a report made to M. S. Blair as to the condition of the Stony Brook viaduct, on the Hornellsville, Rochester and Pittsburg Railroad. Ordered that letter as dictated be sent.

Ordered that letter as dictated to James C. Fargo, American Express Company, be sent.

Ordered that letter to C. M. Depew, as dictated, be sent.

Board took a recess until December 15th, 10 A. M.

#### TUESDAY, 15 — 10 A. M.

The Board heard Mr. Deal, Wagner Palace Car Company, in the matter of oil urns used on palace cars for cooking purposes. Ordered to appear 28th instant with urn.

The Board adjourned to meet in New York city, chamber of commerce, at 10 A. M., 22d instant.

#### DECEMBER 22, 1891.

The Board met at the rooms of the chamber of commerce in the city of New York pursuant to adjournment.

The minutes were read and approved.

The Board heard Mr. John F. Brennan and Mr. Montague, Yonkers Street Railway Company, in its application for a change of motive power.

Also, Mr. E. Lauterback, for the Brooklyn Elevated Railroad Company, for permission to abandon a portion of its route. Ordered granted.

Also, Mr. H. M. Thompson, Brooklyn City Railroad; Mr. John N. Patridge, Brooklyn and Newtown Railroad Company; Mr. W. N. Dykman, Gen. H. W. Slocum and H. W. Slocum, Jr., for the Coney Island and Brooklyn Railroad Company, in an application for a change of motive power. Hearing set down for January 6, 1892.

The Secretary submitted the accumulated business under the rule as follows:

Answer of New York and Massachusetts Railway Company to the complaint of Mrs. M. A. Robinson. Ordered usual course.

Letter of J. C. Fargo (American Express Company). Ordered that letter as dictated be sent.

Letter of C. K. Corliss, relative to automatic coupler. Ordered that letter as dictated be sent.

Letter of acting secretary Bliss, president Boston and Albany Railroad Company, as to Greenbush bridge matter. Ordered filed.



Letter of Benjamin Patterson as to headway of trains on Staten Island Rapid Transit Railway. Ordered carried on file.

Letter of Rudolph Kraft as to Cooles Crossing, Tottenville. Ordered that letter as dictated, to G. S. Barnes, president of village, be sent.

Petition of residents of West Batavia as to change of site of station. Ordered that petition and copy of letter of Mr. Brown be sent to company, and that the inspector be instructed to report to the Board as to desirability of change.

Letter of John King, president New York, Lake Erie and Western, relative to Underwood's Crossing. Carried on file.

Letter of Theo. M. Ely, general superintendent motive power, Pennsylvania Railroad as to form of coupler. Ordered that letter as dictated be sent.

Letter of J. Horace Harding relative to authority for charging fares for less than mile. Ordered that letter as dictated be sent.

Letter of Oscar M. Rogers, M. D., as to rules made by Northern Railroad of New Jersey, to govern commutation tickets. Ordered that letter as dictated be sent.

Letter of Wm. S. Carson, being his reply to answer of N. Y. C. and H. R. R. Company to his complaint. Ordered referred to accountant for report.

Certificate of the Otis Elevating Railway as to increase of capital stock. Ordered filed.

Letter of F. S. Couch relative to bridging of waterway. Ordered that Secretary write that the Board has no communication other than its letter of Nov. 10, 1891, to make.

The Board adjourned until Monday, Dec. 28, 1891, at Albany.

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DECEMBER 28, 1891.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business as follows:

Brief of the Yonkers Street Railroad in the matter of its application for a change of motive power. Ordered change approved, and that decision to that effect be issued.

Certificate of the resolution of the board of supervisors of Orange county relative to condition of waiting-room at Newburgh Junction. Ordered usual course.

Reply of W. N. Y. and Penn. R. R. Company to Jewell and Stoneman. Ordered referred to Commissioner Rogers.

Letter of Caleb F. Brown, relative to milk rates. Ordered that letter as dictated be sent.

Letter of John W. Boyle, Utica Belt Line Street Railway Company, relative to the complaint of E. E. French. Ordered that the papers be sent to Mr. Spencer, and he be asked to report next week.

Letter of C. K. Corliss, relative to signal. Ordered that letter as dictated be sent.

Report of the inspector, in the matter of the petition of residents of West Batavia. Ordered that a copy of the same be sent to the company, together with letter as dictated.

Letter of Pottstown Iron Company. Ordered that letter as dictated be sent.

Letter of H. E. Ackerly, relative to block signal system. Ordered filed.

Letter of Robert G. Shaw (Jamestown), relative to Main street crossing. Ordered referred to Commissioner Rickard, and letter as dictated be sent.

The letter of President King (New York, Lake Erie and Western Railroad Company), relative to the Amderwood crossing. Ordered that letter to the company and the counsel of complainants be sent.

Letter of the Kanona and Prattsburgh Railroad Company, relative to the annual report. Ordered referred to the accountant.

Ordered that letter in the matter of the complaint of Wm. S. Carson, against the New York Central and Hudson River Railroad Company, as dictated, be sent.

Board took a recess until Tuesday, December 29th, 1891, 10 A. M.



DECEMBER 29, 1891.

The Board considered a letter from Benjamin Norton, second vice-president Long Island Railroad Company, relative to complaint of A. Jackson, Jr.

Ordered that letter, as dictated, being determination of Board in the matter, be sent, and copy of the same be sent to Mr. Jackson.

Letter of Rev. J. S. Root and Reed and Shutt, relative to complaint of Mr. Root against the Lehigh Valley Railroad Company. Ordered that letter to road as dictated be sent, and copy of same be sent to Mr. Root.

Ordered that letter to August Stein, receiver Tonawanda Valley and Cuba Railroad, being ordered to show cause, Tuesday, January 4th, 10 A. M., 1891, be sent.

The Board adjourned.

JANUARY 4, 1892.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business, as follows:

Matter of the deferred hearing of the Tonawanda and Cuba Railroad Company. Ordered that hearing be set down for Tuesday, January 12th, at 10 A. M.

Letter of C. M. Depew, New York Central and Hudson River Railroad Company, relative to the purpose of the company in the matter of blocking the road. Ordered filed.

Letter of Stephen H. Infield, a complaint of the narrow condition of the crossing a mile north of Comstocks, on the Delaware and Hudson Canal Company. Ordered usual course.

Letter of John B. Elgin, relative to a hearing on an accident on the New York Central and Hudson River Railroad.

Letter of John Lyon of Rockville Centre, complaining of the unprotected condition of crossings on the Long Island Railroad. Ordered usual course, and that letter as dictated be sent.

Letter of E. Parker, being complaint of discrimination in freight on part of the New York, Lake Erie and Western Railroad Company.

Letter of James E. McCall, relative to the Hastings accident. Ordered filed.

Letter of Wagner Palace Car Company, relative to use of urns for cooking purposes. Ordered that approval of their use be made and the same be transmitted.

The Board heard Mr. A. B. Paine in the matter of an application for approval of an interlocking signal system at the juncture of the Dutchess County railroad, with the Newburgh, Dutchess and Connecticut Railroad. Ordered approved and that approval be issued.

The Board took a recess until 10 A. M. Tuesday, January 5th, 1892.

JANUARY 5, 1892.—10 A. M.

The Board took up the Sing Sing and Hastings accidents of December 24, 1891. General Superintendent Voorhees, New York Central and Hudson River railroad appeared and was heard.

The Board also examined M. J. Murphy, engineer, and James J. Ryan, conductor of the freight train breaking in two near Sing Sing.

The Board adjourned to meet in Brooklyn, Wednesday, January 6th, 1892, 10 A. M., in the matter of the application of Brooklyn roads for a change of motive power.

JANUARY 6, 1892.—11 A. M.

The Board sat in hearing, at the chamber of the common council, Brooklyn, in the matter of the application of Brooklyn street railroad companies for a change of motive power.

Daniel S. Lewis and H. M. Thompson (Brooklyn city), John N. Patridge (Brooklyn city and Newtown), W. N. Dykman and General H. W. Slocum (Coney Island and Brooklyn), and numerous citizens in behalf of applicants, and three citizens in opposition.

The Board adjourned.



JANUARY 11, 1892.

The Board met pursuant to adjournment.

The Board approved the minutes of last meeting.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of E. J. Grant. Ordered that the Secretary write that at the suggestion of the Board of Railroad Commissioners it is understood that the Revision Commission will insert the words: "Within the limits of any incorporated city and village."

Letter of J. D. Beckwith relative to practice before the Board. Ordered that letter as dictated be sent.

Letter of Pullman Palace Car Company relative to Board's approval of cooking stoves on palace cars. Ordered that letter as dictated be sent.

Letter of Jewell and Stoneman, with accompanying affidavit of Geo. A. Stoneman. Ordered referred to Commissioner Rogers.

Letter of A. Jackson, Jr. Ordered that the Long Island Railroad Company be summoned to show cause before the Board on Monday, January 18th inst., 2 P. M.

Letter of C. R. Lockwood, relative to construction of Section 11, Chapter 565, Laws of 1890. Ordered that letter as dictated be sent.

Letter of Wm. R. McLaughlin relative to his withdrawal of consents to the electric system in Brooklyn. Ordered referred to the Secretary to examine and if the consent is filed in the office, to send letter as dictated.

Letter of M. S. Blair, receiver R. H. and P. railroad. Ordered filed with inspection papers.

Letter of W. S. Bissell, J. S. Root, Reed and Shult and report of the inspector relative to complaint of J. S. Root against Lehigh Valley Railroad Company. Ordered the case be suspended as requested by the complainant, and the parties in interest be so informed.

Report of the inspector in the matter of the complaint of E. E. French. Ordered that a copy of the report be sent to the road, and that it be summoned to show cause on January 18th inst., 2 P. M.

Letter of C. D. Flagg (Wagner Palace Car Company) relative to the Board's approval of oil urns. Ordered filed.

Letter of John McMahon. Ordered that the Secretary write him to make his complaint more specific and to indicate the article shipped.

Letter of John King, president New York, Lake Erie and Western Railroad Company relative to the complaint of E. V. Parker. Ordered usual course.

Letter of W. H. Beard asking as to the Board's jurisdiction in the matter of the removal of a station. Ordered that the Secretary write that the Board has jurisdiction, and will take action on a complaint being submitted.

Letter of F. F. Chambers relative to the complaint of the town of York. Ordered carried on file.

Ordered that the Secretary write in answer to the letter of J. H. McC. Cartney, received by the Chairman of the Board, as dictated.

Commissioner Rogers submitted a report in the matter of the application of the Coney Island and Brooklyn Railroad Company for a change of motive power, granting the same in both instances. Ordered adopted, printed and issued.

The Board took a recess until Tuesday, January 12th, 10 A. M.

JANUARY 12, 1892.

The Board met.

Commissioner Rogers submitted a report in the matter of the Brooklyn City and Newtown Railroad Company. Ordered adopted and issued.

The Board heard Mr. August Stein, receiver of the Tonawanda Valley and Cuba Railroad Company, in the matter of the condition of the road.

Order as dictated made and filed with the papers.

Commissioner Rogers submitted a report in the matter of the complaint of Jewell and Stoneman against the Western New York and Pennsylvania Railroad Company. Ordered adopted and issued.

The Board adjourned.



JANUARY 18, 1892.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business under the rule as follows :

Letter of John W. Boyle, relative to the E. E. French complaint. Ordered case closed and copy of letter be sent to E. E. French.

Letter of Benjamin Norton, vice-president Long Island Railroad Company, being answer to complaint of Mr. Lyon, of Rockwell Centre. Ordered usual course.

Letter of board of supervisors of Orange county, being reply to the answer of the New York, Lake Erie and Western Railroad Company. Referred to Commissioner Baker.

Letter of H. G. Young, vice-president and general manager Delaware and Hudson Canal Company, relative to the complaint of Stephen H. Infield. Ordered usual course.

Letter of J. H. McCartney, relative to his pneumatic system. Ordered that that the secretary write as dictated.

Letter of E. V. Parker, being reply to the answer of the New York, Lake Erie and Western Railroad Company. Ordered sent to the company.

Letter of Alex. Cameron, relative to trolley system in the city of Brooklyn. Ordered that copies of the decisions already made be sent him.

Letter of John McMahon. Complaint against the Fitchburg Railroad Company. Ordered usual course.

Application of the Otis Elevating Railway Company for an increase of capital stock. Ordered that the parties in interest be summoned to appear on Wednesday.

The Board heard William J. Kelly on behalf of the Long Island Railroad Company, in the matter of the complaint of A. Jackson, Jr.

Also, H. M. Thompson on behalf of the Brooklyn City Railroad Company, in its application for a change of motive power, and J. R. Schaefer and J. R. Karlisher in opposition thereto.

The Board took a recess until Tuesday, January 19th, 10 A. M.

JANUARY 19 — 10 A. M.

The Board took up the matter of the application of the Brooklyn City Railroad Company, and laid the matter over one week.

Also the matter of A. Jackson against the Long Island Railroad Company. Referred to the Attorney-General.

C. H. Kimball, superintendent, Milton H. Fowler, counsel, Newburgh, Dutchess and Connecticut Railroad Company and others appeared in the matter of the inter-locking signal at the crossing of the Dutchess County Railroad, and were heard. Ordered that the order of January 4th shall stand as the order of the Board.

The Board adjourned until Monday, January 25th, at 2 P. M.

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JANUARY 25, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Application of the Sixth Avenue Railroad Company of New York city, for permission to change its motive power from horse to cable power. Ordered that letter as dictated be sent.

Letter of C. M. Depew, president New York Central and Hudson River Railroad Company, relative to the complaint of the people of West Batavia. Ordered sent to the complainants.

Letter of Benjamin Norton, second vice-president Long Island Railroad Company, relative to the complaint of John Lyon of Rockwell Centre. Ordered sent to the complainant.

Letter of Campbell & Thayer Company relative to the trolley system on the Brooklyn City and Newton railroad. Ordered filed.



Letter of Staats E. Mead, a complaint against the Lake Mahopac branch of the New York and Harlem branch of the New York Central and Hudson River Railroad Company. Ordered usual course.

Letter of William J. Penfield against the New York Central and Hudson River Railroad Company as to the Washingtonville station. Ordered usual course.

Petition of the village of Little Falls as to the crossings of the New York Central and Hudson River railroad in that village. Ordered usual course.

Ordered, that the Delaware, Lackawanna and Western Railroad Company be written to and told that the answer to the complaint of the town of York had not been answered yet.

The Board took up the application of the Brooklyn City Railroad Company for a change of motive power and laid the matter over for subsequent action.

The Board heard Col. John N. Partridge, president Brooklyn City and Newtown Railroad Company, in the matter of the change of motive power. Hearing set down for Wednesday, February 3d, 1892, at Brooklyn.

The Board took a recess until Tuesday January 26th, 1892.

#### JANUARY 26, 1892.

The Board took up the matter of the change of motive power of the Brooklyn City Railroad Company. Commissioner Rogers submitted a report granting the same. Ordered adopted as the order of the Board, and printed and issued.

Ordered that the certificates of the Otis Elevating Railway Company, relating to the increase of capital stock, granted the preceding week, be signed in approval.

The Board heard Mr. Norton in reference to the statute relating to increase of capital stock.

The Board examined the McCartney system of pneumatic block signaling by models.

Also the letter of the Fontaine Crossing Company. Ordered filed with improvements.

Also the letter of John Lyon, as to his complaint against the Long Island Railroad Company. Ordered sent to the company.

The Board adjourned to Monday, February 1, 1892.

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#### FEBRUARY 1, 1892.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the unfinished business, as follows:

Application of the Herkimer, Newport and Poland Railroad Company for an increase of capital stock. Granted and approval ordered.

Letter of Burrill, Zabuskie and Burrill, relative to the application of the Sixth Avenue Railroad Company for a change of motive power. Ordered that letter as dictated be sent.

Letter of D. Whitney, as to the elevation of over crossings of railroads. Ordered that letter as dictated be sent.

Letter of John King, president New York, Lake Erie and Western Railroad Company, being answer to complaint of E. V. Parker. Ordered usual course.

Letter of Henry Walker, relative to the complaint of the Town of York against the Delaware, Lackawanna and Western Railroad Company. Ordered carried on file.

Letter of H. S. Marcy, president Fitchburg Railroad Company, relative to the complaint of John McMahon. Ordered usual course.

Letter of J. S. Palmer, relative to Campbell's patent foot guard. Ordered filed with improvements.

Report of the accountant as to the matter of the Tottenville complaint. Ordered that copy of same be sent to the president of the village of Tottenville.

Letter of J. M. Toucey, general manager of New York Central and Hudson River Railroad Company, forwarded by Commissioner Rogers to the Board. Ordered filed.



Commissioner Rickard submitted a report in the matter of the accident occurring on the Central at Tarrytown, December 1, 1891. Adopted and ordered issued.

Also, a report on the accident occurring at Mott Haven, December 2d, 1891. Adopted and ordered issued.

The Board adjourned to meet in Brooklyn at the chamber of the common council at 11 o'clock on the 3d inst.

#### FEBRUARY 3, 1892.

The Board met pursuant to adjournment.

The Board met at the common council chamber and gave a hearing on the application of the Brooklyn City and Newtown Railroad Company for a change of motive power on its Franklin avenue route. Colonel Patridge, president of company, appeared for the company, and Geo. M. Stone and others against the application. The hearing was adjourned to Albany at the rooms of the Board in the Capitol, February 23d, at 2 P. M.

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#### FEBRUARY 7, 1892.

The Board met pursuant to adjournment.

The minutes of last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of E. V. Parker, relative to his complaint against the New York, Lake Erie and Western Railroad Company. Ordered usual course.

Complaint of Ira F. Sanderson. Ordered usual course.

Ordered that the hearing upon the application of the Atlantic Avenue Railroad Company be set down for the 24th inst., at the rooms of the common council, Brooklyn, at 11 A. M., and that the same be advertised.

Letter of Frank Loomis, counsel of the New York Central and Hudson River Railroad Company, relative to the complaint of Staats E. Mead. Ordered sent complainant.

Letter of Benjamin Norton, vice-president Long Island Railroad Company, relative to the complaint of John Lyon. Ordered sent to the complainant.

Letter of Robert Shaw, of Jamestown. Ordered that the Board, or a member, visit Jamestown one day of the week of the 22d, and notify the parties by wire.

Letter of F. C. Eddy, Syracuse Consolidated Railroad Company, relative to quarterly reports. Ordered that the time be extended for sixty days; but that the report must be promptly filed.

Letter of Frank M. Baker, Bradford, Eldred and Cuba Railroad. Ordered that Secretary write as dictated.

Letter W. F. Halstead, general manager Delaware, Lackawanna and Western Railroad Company, relative to the complaint of the town of York. Ordered usual course.

Letter of Frank Loomis, relative to the complaint of the village of Little Falls. Time ordered extended in which to answer to the 15th inst.

The Board adjourned until February 12th, at 10 A. M.

#### FEBRUARY 12, 1892.

The Board met at 10 o'clock and heard Geo. J. Magee, president, and Daniel Beach, second vice-president, Corning, Cowanesque and Antrim Railroad, relative to an increase of capital stock of such road. The method of procedure in such cases was explained by the Board, and the matter was adjourned until the necessary proceedings could be taken and papers prepared, as required by statute.

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#### FEBRUARY 15, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Samuel G. De Coursey, president Western New York and Pennsylvania Railroad Company, relative to the complaint of Ira F. Sanderson. Ordered usual course.

E. B. Whilten, relative to the Ithaca, Auburn and Western Railroad Company. Ordered that letter as dictated be sent.

Letter of Maria A. Ireland, a protest against trolley system in Brooklyn. Ordered carried on file.

Letter of C. M. Depew, president New York Central and Hudson River Railroad Company, relative to the complaint of Wm. J. Penfield. Ordered usual course.

Letter of John McMahon, relative to his complaint against the Fitchburgh Railroad Company. Ordered sent to the company with letter as dictated.

Letter of Henry Walker, supervisor, relative to the complaint of the town of York. Ordered referred to the inspector, with letter as dictated.

The Board adjourned until Tuesday, February 23d, 1892.

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FEBRUARY 23, 1892.

The Board met pursuant to adjournment.

Commissioner Beardsley presented his commission from the Governor, certifying to his appointment, and confirmation by the Senate to succeed William E. Rogers, term expired, and announced that he had taken the prescribed constitutional oath of office.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows :

Letter of Ira F. Sanderson, relative to his complaint against the Western New York and Pennsylvania Railroad Company. Ordered that letter as dictated be sent.

Letter of Horace B. Davis, relative to an automatic device. Ordered that letter as dictated be sent.

Protest of Maria A. Ireland against granting the Brooklyn City and Newtown Railroad Company the right to change its motive power. Ordered filed.

Board heard Mr. Porter Norton, of the Crosstown Street Railway Company, in an application for an increase of capital stock. Ordered approved.

Commissioner Rickard submitted a report in the matter of the accident occurring near Canastota on the N. Y. C. and H. R. R. R. on November 22, 1891. Ordered adopted and issued.

Also a report on the accident occurring on the N. Y. C. and H. R. R. R. on December 15, 1891, at Fishkill Landing. Ordered adopted and issued.

The Board adjourned to meet in Brooklyn, 24th inst., at 11 A. M.

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FEBRUARY 24, 1892.

The Board heard the Atlantic Avenue Railroad Company in its application for a change of motive power.

Adjourned to enable the company to correct certain irregularities in their papers.

Adjourned to February 29th inst., at 10 A. M.

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FEBRUARY 29, 1892.

The Board met pursuant to adjournment.

The minutes of last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of Hover Milling Company relative to alleged exorbitant rates charged by the Rome, W. and O. R. R. Company. Ordered that Secretary write that the Board has jurisdiction and that it will consider his complaint if it is made specific.

Letter of Nathaniel A. Vous relative to his complaint against the New York Central and Hudson River Railroad Company, announcing its settlement by the company. Ordered closed.



Letter of A. Tredwell relative to the application of the Brooklyn City and Newtown Railroad Company for a change of motive power. Ordered filed.

Letter of New York, Lake Erie and Western Railroad Company relative to the complaint of E. V. Parker. Referred to Commissioner Beardsley.

The Board adjourned.

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MARCH 2, 1892.

The Board went into consideration of the bill, Assembly bill No. 668, referred to the Board by the Governor. After consideration it was ordered returned, with the report as dictated.

The Board adjourned until Monday, March 7th, 10 A. M.

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MARCH 7, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Board heard Mr. A. Tredwell and Colonel John N. Partridge and others in the matter of the application of the Brooklyn City and Newtown Railroad Company for a change of motive power. Order made, copy of which is on file, and hearing set down for March 21st, 1892.

The Secretary submitted the accumulated business, under the rule, as follows:

Complaints of the residents of Attica against New York, Lake Erie and Western Railroad Company. Ordered usual course.

Letter of Belden Wilcox et al. against Western New York and Pennsylvania Railroad Company. Ordered usual course.

Letter of H. S. Marcy, president Fitchburg Railroad Company, relative to the McMahon complaint. Ordered filed.

Letter of residents of Webster against the Rome, Watertown and Ogdensburg Railroad Company. Ordered usual course.

Letter of Edmund Redmond, relative to signal device. Referred to Secretary.

Letter of Willard S. Burns for the Buffalo Lumber Exchange, and John W. Robinson, Tonawanda Exchange. Ordered usual course.

Board adjourned until March 14th, 10 A. M.

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MARCH 14, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business, under the rule, as follows:

Application of the Niagara Falls and Suspension Bridge Railroad Company for a change of motive power. Ordered that the Secretary write as to the procedure required by the Board, and set hearing down for Tuesday, March 22d, 1892.

Letter of George W. Sanford in reference to passenger rates. Ordered that the Secretary write saying Board cannot answer suppositious questions, and that if he has a complaint to make, and will state it specifically, the Board will take proper action.

Letter of Alanson Tredwell, relative to proceedings in matter of change of motive power applied for by the Brooklyn City and Newtown Railroad Company. Ordered Secretary write that he is mistaken in understanding that Board has directed the company to file the consents, but that it was agreed that a statement of the consents would answer all the purposes.

Letter of S. W. Rosendale, Attorney-General, announcing that the matter of A. Jackson, Jr., had been settled.

Ordered that Secretary write Hon. C. M. Depew as to progress made in the building of the experimental section of the Fourth Avenue tunnel.

Letter of S. W. Rosendale, relative to certain papers, certified copies of which had been ordered. Ordered that Mr. C. J. G. Hall be written that the papers could not be furnished under the ruling of the Attorney-General.

Letter of A. H. Palmer, relative to the York complaint. Ordered that the Secretary write the inspector relative to same.

Letter of Charles Williams, relative to the failure of the Rochester and Pittsburg Railroad Company to maintain its fences. Ordered usual course.

Commissioner Rickard moved that Commissioner Samuel A. Beardsley be made chairman of the Board.

The question was put and carried. Commissioners Rickard and Baker voting in the affirmative, and Commissioner Beardsley not voting.

Commissioner Beardsley, in assuming the chair, returned his thanks for the honor conferred, and asked the indulgence and assistance of the Board in the discharge of his duties as presiding officer.

Commissioner Baker submitted a report in the matter of the application of the Atlantic Avenue Railroad Company, for permission to change its motive power, granting the same. Adopted and ordered issued.

Ordered that Assembly Bill No. 563, referred to the Board by the Railroad Committee of the Assembly, be returned, with the letter dictated by the Board.

The Board adjourned until Monday, March 21st. 2 P. M.

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MARCH 21 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business, under the rules, as follows:

Letter of E. B. Thomas, vice-president New York, Lake Erie and Western Railroad Company, relative to complaint of Attica. Ordered usual course.

Application of the Coney Island and Brooklyn Railroad Company for a change of motive power on Smith street route. Ordered hearing set down for Tuesday, March 29th, 1892, at 11 A. M., and the same be advertised.

Letter of Alanson Tredwell, relative to Brooklyn City and Newtown Railroad Company for change of motive power. Ordered filed.

Assembly Bill No. 563 returned to Board for hearing thereupon. Ordered that hearing be set down for April 5th, 1892, at office of Board at 10 A. M., and that parties in interest be notified.

Briefs in the matter of the application for change of motive power by Brooklyn City and Newtown Railroad Company. Ordered referred to Commissioner Baker, with papers in case to write opinion.

The Board adjourned to Tuesday, March 22d, 1892.

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MARCH 22, 1892.

The Board met pursuant to adjournment. All present.

Commissioner Baker submitted a report in the matter of the application of the Brooklyn City and Newtown Railroad Company for a change of motive power, granting the same. Adopted and ordered issued.

The Board heard Eugene Cary in the matter of the application of the Niagara Falls and Suspension Bridge Railway Company for a change of motive power, and after hearing, granted the same, adopting the report submitted and ordering it to be issued.

Ordered that the Secretary write as to the reason of the failure of the Boston and Albany to answer on Monday, 21st, 1892.

The Board adjourned until Monday, 28th inst., 10 A. M.

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MARCH 28, 1892

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of Samuel Hoar, general counsel Boston and Albany Railroad Company. Ordered that the Boston and Albany Railroad Company be cited to



show cause Monday, April 4, 1892, 2 P. M., why its failure to conform to the recommendations of the Board in the matter of the Greenbush bridge should not be presented to the Attorney-General for his action.

Letter of Reed and Shutt, relative to the complaint of James S. Root against the Lehigh Valley Railroad Company, with accompanying brief. Ordered that report, with recommendations as adopted, be issued.

Letter of C. M. Depew, president New York Central and Hudson River Railroad Company, with accompanying letter of H. W. Webb, third vice-president New York Central and Hudson River Railroad Company, relative to the ventilation of the Fourth avenue tunnel. Ordered filed.

Letter of Wm. A. Baldwin, vice-president Buffalo, Rochester and Pittsburg Railroad Company, being answer to complaint of Charles Williams. Ordered usual course.

Of Vollkcommer, Bloomingdale & Company, relative to rates against Lehigh Valley. Ordered usual course.

Report submitted in the matter of E. V. Palmer against the New York, Lake Erie and Western Railroad Company. Ordered adopted and issued.

Board adjourned to Brooklyn common council chamber, March 29, 11 A. M.

MARCH 29, 11 A. M.

At Brooklyn:

Board heard H. W. Slocum, Jr., and W. H. Dykman, of counsel in application of Coney Island and Brooklyn Railroad Company for change of motive power. No opposition. Application ordered granted.

Board adjourned until April 4, 1892, 10 A. M.

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APRIL 4, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Board heard W. J. Heacock, L. Caten and W. S. Northrup in the matter of the application of the Johnstown, Gloversville and Kingsboro Railroad Company for a change of motive power. Hearing set down for April 11th, 10 A. M., and the same ordered advertised.

The secretary submitted the accumulated business under the rule, as follows:

Reply of the village of Ithaca to the answer of the company (New York, Lake Erie and Western Railroad Company) to the complaint. Ordered carried on file.

Letter of R. M. Shaw (complaint of city of Jamestown against the New York, Lake Erie and Western Railroad Company). Ordered carried on file.

Application of the Atlantic Avenue Railroad Company for a change of motive power upon a portion of its route. Ordered hearing set down for April 12th, 11 A. M., Brooklyn common council chamber, and same ordered advertised.

Complaint of R. A. Husted against New York and Massachusetts Railroad Company. Allegation of setting fire by railroad sparks. Ordered usual course.

Answer of New York Central and Hudson River Railroad Company to the complaint of the village of Little Falls. Ordered usual course.

Answer of New York Central and Hudson River Railroad Company to the complaint of John Barr and others of Webster. Ordered usual course.

Letter of Charles Williams, relative to the complaint against Buffalo, Rochester and Pittsburg Railroad Company. Ordered filed.

Recess taken.

The Board heard Hon. Hamilton Harris, as counsel for the New York Central and Hudson River Railroad Company and Boston and Albany Railroad Company, under a citation to show cause why the two companies should not be reported to the Attorney-General, for failure to comply with the recommendations of the Board in the matter of the Greenbush bridge, and William J. Roche and Mr. Ryan, village attorney, in reply.

Also, William Redmond in the matter of danger signals.

The Board adjourned.



APRIL 11, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Board heard Mr. E. Bayliss, C. H. Ball and others in the matter of the application of the Johnstown, Gloversville and Kingsboro Railroad Company for a change of motive power.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of John N. Taylor, general traffic manager Philadelphia and Reading Railroad Company, relative to Vollkcommer, Bloomingdale & Co. Ordered on file.

Complaint of Samuel Little against the Delaware and Hudson Canal Company. Ordered usual course.

Report of the inspector in the matter of the complaint of town of York against the Delaware, Lackawanna and Western Railroad Company. Ordered that order be made in accordance with the report of the inspector.

Commissioner Rickard submitted a report in the matter of the accident occurring January 6th, one-half mile north of Smyrna on New York, Ontario and Western Railroad. Adopted and ordered issued.

Commissioner Beardsley submitted a report in the matter of the application of the Johnstown, Gloversville and Kingsboro Railroad Company, for a change of motive power, granting the same.

Ordered that the Secretary be instructed to require from the bridge engineer a report as to the condition of his work and what further strain sheets are to be examined, how many, and of what roads.

The Board adjourned to meet at the City Hall, Brooklyn, April 12, 1892, 11 A. M.

BROOKLYN, April 12, 1892.

The Board heard the Atlantic avenue Railroad Company on an application for a change of motive power on a portion of its route.

Commissioner Chapin, setting with the Board was assigned as a delegate from the Board to the convention of railroad commissioners at Washington on the 13th and 14th insts.

The Board adjourned until 12 M., Monday, April 18th.

APRIL 18, 1892.

The Board met pursuant to adjournment.

Commissioner Beardsley in the chair.

The Board heard Messrs. Burton, Caten and Northrup in the matter of the application of the Johnstown, Gloversville and Kingsboro Railroad Company for a change of motive power.

Ordered that a hearing be held on Monday, April 25th, 12 M., and the authorities of Johnstown and Gloversville be notified.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of George I. Magee, president Fall Brook Coal Company, relative to increase of capital stock of the Corning, Cowanesque and Antrim Railroad Company. Ordered that hearing on same be set down for Monday, May 3d, at 11 A. M., at office of Commissioner Chapin, 192 Broadway, New York city.

Answer of New York and Massachusetts Railway Company to complaint of R. A. Husted, alleging fires on line of road. Ordered usual course.

Complaint of P. Keogh against the Delaware and Hudson Canal Company. Ordered usual course.

Reply of the village of Little Falls to the answer of the New York Central and Hudson River Railroad Company to complaint of village. Ordered that hearing on the same be set down for April 25th, 1 P. M.

Application of Steinway Railway Company of Long Island City for change of motive power. Ordered hearing be set down for May 2d, 11 A. M., at common council chamber, Long Island City, and same be advertised.



Letter of John Taylor (general traffic manager Philadelphia and Reading Railroad Company) relative to complaint of Vollkcommer, Bloomingdale and Company. Ordered that Secretary write for the bills of lading as requested.

Secretary submitted the report of the bridge engineer as to the condition of the work in his hands. Ordered filed.

Ordered that report in the matter of the residents of the town of York, against the Delaware, Lackawanna and Western Railroad Company, as submitted, be adopted and issued.

Ordered that the order of the Board as to the failure of the New York Central and Hudson River, and Boston and Albany Railroad Companies to conform to the recommendations of the Board in the Greenbush bridge matter, as submitted, be made.

Ordered that the recommendation of the Board in the matter of a foot bridge from the Partition street bridge, to the platforms of the East Albany station, be issued.

Commissioner Rickard submitted a report in the matter of the explosion of the locomotive boiler of engine 113, Long Island Railroad Company, at Oyster Bay, September 9th, 1891. Ordered that same be adopted and issued.

Letter of Robert and Clark, making of certain inquiries. Referred to the Secretary for answer.

Letter of Charles Scribner and Company, relative to reports of Broadway railway investigation. Ordered referred to Secretary for answer.

Letter of Ernest H. Davis, president Brooklyn, Bath and West End Railroad Company, relative to discontinuance of stations. Ordered referred to Secretary for answer.

Board adjourned to April 25th, 12 M.

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APRIL 25, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of F. S. Cook, inviting Board to the Fox Emergency train stop test, April 28th at 3 P. M., at High Bridge, on New York and Northern Railroad.

Letter of A. P. Husted, relative to his complaint against New York and Massachusetts Railroad Company.

Correspondence relative to Johnstown, Gloversville and Kingsboro Railroad Company, application for a modification of the conditions precedent to the granting approval of change of motive power, and asking postponement of hearing. Set down for May 9th, 1892, 12 M.

Letter of James K. O. Sherwood, receiver Central New England and Western Railroad Company, relative to complaint of James L. Young. Ordered usual course.

Complaint of Albert Knapp against Central New England and Western Railroad Company, relative to fences. Ordered usual course.

Letter of Joseph W. Quackenbush against New York, Lake Erie and Western Railroad Company. Ordered usual course.

Application of the Adirondack Railroad Company to abandon portion of its route beyond North creek. Ordered hearing set down for May 9th, 3 P. M., and same be advertised in Warren, Essex, Hamilton, Franklin and St. Lawrence counties.

Application city attorney of Jamestown for postponement. Ordered that hearing be set down for May 24th and Attica 25th.

The Board adjourned to May 2d, 11 A. M., Long Island City.

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MAY 2, 1892.

The Board met at Long Island City.

The Board heard Walter J. Foster, counsel, and William Steinway, president of the Steinway Railway Company, in an application for a change of motive power on the lines of that road. The papers submitted being in due form, and no opposition presenting itself, the application was granted.



Also, P. D. Ford and C. L. Addison, chief engineer and signal engineer respectively, of the Long Island Railroad Company, in the matter of the application of said company, for the Board's approval of an interlocking switch and signal device at the Myrtle avenue crossing of the Brooklyn City Railroad tracks. Approving the same.

The Board adjourned to 192 Broadway, New York city, May 3d.

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MAY 3, 1892.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of J. W. McNamara, general manager of the Albany Railway. Ordered filed.

Application of the Port Richmond and Prohibition Park Railroad Company for an increase of capital stock. Ordered that the Secretary write for a more explicit statement as to the financial condition of the company and the purposes for which the proposed increase is to be devoted.

Ordered that the hearing in the application for a modification of the conditions precedent to the granting of a change of motive power in the Johnstown, Gloversville and Kingsboro Railroad be postponed until the 16th inst.

Description of Enos' automatic coupler. Ordered filed with "improvements."

Letter of Hon. Hamilton Fish, Jr., relative to emergency stop test at High Bridge on 28th April. Ordered filed.

Complaint of the Empire Gas and Fuel Company against the Bradford, Eldred and Cuba Railroad Company, alleging absence of screens on smoke stacks, by which neglect fires are communicated to property adjacent to the line. Ordered usual course.

Complaint of road commissioners of West Albany, alleging unsafe condition of bridge over New York Central tracks. Ordered referred to the Inspector for examination and report.

The Board heard Daniel Beach, general counsel of Corning, Cowanesque and Antrim Railroad Company, in application for an increase of capital stock. Ordered that accountant be instructed to examine and report on financial condition of road, and further hearing set down for 9th inst.

The Board adjourned to meet at Albany May 9, 1892, at 12 M.

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MAY 9, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Secretary submitted the accumulated business under the rule, as follows:

Letter of H. G. Young, general manager Delaware and Hudson Canal Company, relative to the complaint of P. Keogh, alleging insufficiency of fences along the line of his property, and announcing the repair of the same.

Also, letter of P. Keogh, declaring that the fence was not properly repaired. Ordered that copy of letter of Mr. Keogh be transmitted to the company.

Complaint of C. J. Rice against the Rome, Watertown and Ogdensburg Railroad Company, in the matter of the transportation of milk. Ordered usual course, and Secretary write in reference to the position of the company.

Complaint of J. A. Smith against the Cooperstown Valley Railroad Company, alleging unnecessary blocking of crossings. Ordered usual course.

Complaint of E. L. Heald, of Fredonia, against Buffalo, Rochester and Pittsburgh Railroad Company, alleging insufficiency of fence on the line of his property. Ordered usual course.

Answer of the New York, Lake Erie and Western Railroad Company to the complaint of Mr. Joseph W. and Mrs. Carrie F. Quackenbush. Ordered usual course.

Complaint of the residents of Fort Edward against Glens Falls, Sandy Hill and Fort Edward Railroad Company, asking an order for the company to show cause. Order granted, date of 16th of May, 2 P. M.



Application of the Seneca Electric Railway Company for permission to increase its capital stock from \$40,000 to \$50,000. Order granted.

Letter of G. T. Rogers. Ordered filed.

Letter of James L. Young, announcing the Central New England Railroad Company are repairing the fences on the line of its property. Ordered filed.

Letter of Edward A. Mosely, Secretary of Inter-State Commerce Commission, relative to form of annual report. Ordered filed.

The accountant submitted a report in the matter of his examination into the financial condition of the Corning, Cowanesque and Antrim Railroad Company.

The Board heard Daniel Beach in the matter of the application of the Corning, Cowanesque and Antrim Railroad Company for increase of capital stock. Granting the same.

The Board heard L. Caten, superintendent of the Johnstown, Gloversville and Kingsboro Horse Railroad Company in its application for a change of motive power, and conceded the modifications of the conditions under the stipulation submitted. Signed for the counsel for the road, for the city of Gloversville and the village of Johnstown.

The Board went into executive session on the bills referred by the Governor for opinion and report.

In open session the Board ordered the bills referred returned to the Governor with the reports adopted.

The Board adjourned to meet at Albany, May 16th, 12 M.

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MAY 16, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Board heard Mr. George T. Rogers in the matter of the application of the Binghamton and Port Dickinson Railway Company for a change of motive power. A majority of the consents of abutting property owners being shown, and a certified copy of the consent of the local authorities being filed and no opposition appearing, the Board approved the same.

In the matter of the order to show cause why the failure of the Glens Falls, Sandy Hill and Fort Edward Railroad Company to operate the whole of its route, should not be reported to the Attorney-General, postponement was had until May 31, 2:30 P. M.

The Secretary submitted the accumulated business under the rule, as follows :

Letter of B. Kennedy complaining of the failure of the Dansville and Mt. Morris Railroad Company to fence its line. Ordered that the order of the Board of July 6, 1891, which was suspended by the action of the Board on October 19, 1891, be enforced and that the parties thereto be so notified.

Letter of the inspector relative to the West Albany bridge. Ordered filed.

Letter of J. W. Quackenbush relative to back-flow on his lands. Ordered that he be informed that so long as the matter is in litigation it is impossible for the Board to interfere.

In the matter of the application of the Port Richmond and Prohibition Park Electric Railroad for an increase of capital stock. Ordered Secretary to write for more explicit statement as to the purposes to which the proposed increase is to be devoted.

Letter of the Buffalo, Rochester and Pittsburg Railroad Company relative to the complaint of Mr. Charles Williams. Ordered usual course.

Letter of Charles Ashley and R. E. Cleveland relative to the delay in transportation of freight on the Rome, Watertown and Ogdensburg Railroad. Ordered that the same be transmitted to the lessee company.

Letter of Delaware, Lackawanna and Western Railroad Company relative to the complaint of the town of York. Ordered Secretary write to the company asking whether the Board is to infer that they do not intend to comply with the order of the Board.

The Board adjourned to meet at Jamestown, 24th inst.

MAY 24, 1892.

The Board met at Jamestown and heard the application of citizens of Jamestown for relief, alleging a dangerous crossing at Main street.

The Board adjourned until June 1st, at Albany.



JUNE 1, 1892.

The Board met pursuant to adjournment.

The minutes were read and approved.

The Board heard Mr. Harrison in the matter of the application of the Fiftieth Street Astoria Ferry and Central Park Railroad Company for an increase of capital stock from \$500,000 to \$1,500,000. Ordered the same be approved.

The Board heard R. Armstrong, M. H. O'Brien, Edgar Hull and others for the complainants, and M. Powers and James O'Neil for the company, in the matter of the complaint of the residents of Fort Edward against the Glens Falls, Sandy Hill and Fort Edward Railroad Company.

The Secretary submitted the accumulated business under the rule, as follows:

Answer of the Central Vermont Railroad to the complaint of Mr. J. A. Smith of North Lawrence. Ordered usual course.

Answer of the Western New York and Pennsylvania Railroad Company to the complaint of Belden Wilcox. Ordered usual course.

Affidavits in the matter of the proposed increase of capital stock of the Port Richmond, etc., Electric Railroad Company. Ordered carried on file.

Report of the inspector in the matter of the grade crossings of Main and High streets in Attica. Commissioner Chapin moved that the papers in the Attica matter, including the report of the inspector, be referred to Commissioner Rickard. Carried.

Petition of Stephen G. Doolittle, highway commissioner of the town of Colesville, Broome county, asking relief in the matter of the bridge across Lovejoy's brook. Ordered usual course.

Letter of J. C. Morehead, general superintendent New York, Lake Erie and Western railroad, relative to the complaint of residents of the city of Jamestown. Commissioner Rickard moved that the papers in the case be referred to the inspector to confer with Engineer Buckholz of the Erie road, with reference to a scheme of remedy. Carried.

Application of the Niagara Falls and Suspension Bridge Railroad Company to increase its capital stock from \$100,000 to \$250,000. Ordered that same be granted.

Complaint of Joseph Duell, North Creek, against the Adirondack Railroad Company. Ordered usual course.

Report of inspector in the matter of Isaac Le Roy against New York Central and Hudson River Railroad Company (West Albany bridge). Ordered the Secretary write the company, presenting in effect the recommendations of the inspector as the recommendations of the Board.

Letters of John King and of A. T. Murray in the matter of the complaint of B. Kennedy against the Dansville and Mt. Morris Railroad Company. Ordered that the letter of Mr. Murray be copied and forwarded to complainant.

Answer of the Bradford, Eldred and Cuba Railroad Company to the complaint of the Empire Gas and Fuel Company. Ordered usual course.

Report of the Secretary in the matter of the trolley poles on the Steinway Railway. Ordered that the poles be approved.

Petition of residents of Kennedy, Chautauqua county, asking increase of facilities for traveling westward on the N. Y. P. and O. division of the New York, Lake Erie and Western Railroad. Ordered usual course.

Complaint and answer of C. R. Elliott against the Rome, Watertown and Ogdensburg Railroad Company. Ordered usual course.

Complaint and answer in the matter of C. J. Rice against the Rome, Watertown and Ogdensburg Railroad. Ordered usual course.

Complaint, answer and reply in the matter of Francis G. Hall against the New York, Lake Erie and Western Railroad Company, relative to insufficient fences. Ordered Secretary write the complainant as to a legal fence, and the defendants as to the complainant's denial of the repairs alleged to have been made by the railroad company.

Complaint of W. H. Nelson against the New York Central and Hudson River Railroad Company alleging undue delay in the matter of freight transportation. Ordered usual course and referred to the Secretary.



Letter of R. E. Cleveland and answer of the road to his complaint, and complaints of Charles Ashley of Ogdensburg, and Messrs. Gass Dor & Company of Canton. Ordered referred to Secretary for investigation and report.

The Board adjourned until June 13th, 2.30 P. M.

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JUNE 13, 1892.

The Board met pursuant to adjournment.

The minutes of the last meeting were read and approved.

The Board heard Hon. Alexander Bacon in the matter of the application of the Port Richmond and Prohibition Park Railroad Company for an increase of capital stock. Also on an application to use electricity as a motive power. Letter of application granted.

The Secretary submitted the unfinished business, under the rule, as follows :

In the matter of the complaint of the residents of Greigsville, alleging failure to comply with the recommendations of the Board on the part of the Delaware, Lackawanna and Western Railway Company, in the matter of the town of York against said company. Ordered that the Secretary notify the company of its refusal to comply with the recommendations of the Board, in writing, and if the neglect or refusal is continued to present the matter to the Attorney-General to take such proceedings as may be necessary.

Petition in the matter of proceedings against the New York, Lake Erie and Western Railroad Company for alleged violation of law in the matter of Sunday excursion trains. Ordered Secretary write that such violations as are alleged are questions of morals and criminal administration, and should be presented to the prosecuting authority of the county, not being properly within the jurisdiction of the Board.

Application of the Ithaca Street Railway Company for an increase of capital stock. Ordered that the Secretary write that the papers are insufficient and what the Board will require before it can proceed to a consideration of the application.

Letter of H. G. Young, being answer to the complaint of William Ordway relative to fencing and farm crossings. Ordered usual course.

Letter of Alexander T. Johnson, being a complaint against the Port Jervis and Monticello Railroad Company for failure to provide a farm crossing. Ordered usual course.

Letter of C. R. Lockwood, relative to the construction of the section of the law of 1890 relating to the bonding of roads. Ordered that Secretary write that the section he refers to has been superseded.

Letter of McGonigle & Lake, relative to center-bearing rails. Ordered that Secretary write it would appear that a T rail was a center-bearing rail within the meaning of the law.

Letter of E. Baylis, president trustees of the village of Johnstown. Ordered that Secretary write that all permits granted by the Board were made subject to the laws passed by the legislature.

Letter of John King, president New York, Lake Erie and Western Railroad Company, announcing that train No. 13, which the residents of Kennedy requested should be stopped at that point has been stopped.

Ordered that the Secretary notify the Lehigh Valley Railroad that it has failed to comply with the recommendation of the Board in the matter of Elizabeth Root, and that if refusal continues the Secretary shall present the matter to the Attorney-General to take such proceedings as may be necessary.

Letter of Belden Wilcox and others, being reply to the answer of the Western New York and Pennsylvania Railroad to their complaint. Ordered that the Secretary forward the reply to the company with a request that the discrepancy of statement may be explained.

Commissioner Chapin presented the petition of F. W. Besser and others, relative to the proposed removal of the station from Averne on the Long Island Railroad. Ordered usual course.

Ordered that the Keeseville, Ausable Chasm, etc., railroad be relieved from making quarterly reports in the future.

Ordered that the last two quarterly reports of the Amsterdam Street Railroad Company be accepted as sufficient, but the company be notified that hereafter the balance sheet must be given.

Commissioner Rickard submitted a report in the matter of the residents of the village of Attica against the New York, Lake Erie and Western Railroad Company. Adopted and ordered issued.

The Board adjourned until July 5th, at 2 P. M.



# NEW COMPANIES

*Formed under the Laws of the State of New York by filing articles of association from June 30, 1891, to June 30, 1892.*

## SURFACE STEAM ROADS.

NAME OF COMPANY.	County in which operated.	Date when articles filed.	Length of road, miles.	Capital stock.
St. Lawrence and Adirondack....	Essex, Franklin, Hamilton, Herkimer, Lewis, Oneida, St. Lawrence.	Sept. 10, 1891	175	\$3,500,000
Malone and St. Lawrence .....	Franklin.....	Sept. 10, 1891	12	240,000
Herkimer, Newport and Poland Extension .....	Herkimer and Oneida ..	Sept. 10, 1891	20	500,000
Westchester and Putnam .....	Westchester & Putnam	Sept. 29, 1891	11	100,000
Syracuse and Oneida Lake .....	Oneida .....	Oct. 10, 1891	12	125,000
New York and Queens County Tunnel.....	New York and Queens.	Dec. 7, 1891	3.5	40,000
New York Bay Extension .....	Kings and Queens.....	Jan. 26, 1892	17	600,000
New York and Yonkers .....	New York and Westchester.....	Feb. 12, 1892	3.5	100,000
Long Island and New York Terminal .....	New York and Queens.	Feb. 27, 1892	4	1,000,000
St. Regis and Salmon River .....	Franklin .....	Mar. 15, 1892	76	2,360,000
St. Lawrence .....	St. Lawrence.....	Mar. 16, 1892	6	60,000
Lima and Honeoye Falls .....	Livingston and Monroe.	Mar. 28, 1892	4.125	100,000
New York and Boston.....	Westchester.....	Mar. 30, 1892	20	3,000,000
Gouverneur and Oswegatchie....	St. Lawrence.....	April 12, 1892	15	350,000
Davenport, Middleburg and Durham .....	Albany, Dela., Green, Schoharie, Kings, New York, Queens.....	April 20, 1892	60	600,000
New York Connecting.....	Westchester.....	April 21, 1892	10	100,000
Lewiston and Youngstown.....	Niagara .....	May 11, 1892	7	75,000
Middlesex Valley.....	Ontario and Yates .....	May 11, 1892	29.75	500,000
Binghamton and State Line.....	Broome .....	May 12, 1892	13	130,000
Kingston and Utica.....	Delaware, Green, Schoharie .....	May 14, 1892	4	40,000
Niagara Junction.....	Niagara .....	May 27, 1892	6	300,000
New York, New Jersey and Eastern.....	New York and New Jersey (State).....	June 6, 1892	5	100,000

## SURFACE STREET ROADS.

Lockport and Olcott Beach .....	Niagara .....	July 7, 1891	12	120,000
East side (Elmira).....	Chemung.....	July 29, 1891	5	50,000
West side (Elmira).....	Chemung.....	July 29, 1891	10	100,000
Buffalo and Williamsville Electric	Erie .....	Aug. 10, 1891	5	500,000
Buffalo, Kenmore and Tonawanda Electric.....	Erie .....	Sept. 26, 1891	7.9	150,000
North New York Junction.....	New York.....	Oct. 1, 1891	2.33	250,000
Astoria Street .....	Queens .....	Nov. 16, 1891	2	100,000
Williamsbridge, Woodlawn and Westchester .....	New York and Westchester.....	Nov. 21, 1891	24	240,000
Port Richmond and Prohibition Park Electric.....	Richmond .....	Dec. 4, 1891	2	50,000
Astoria, Blissville and Calvary Cemetery .....	Queens .....	Dec. 8, 1891	4	160,000
Hornellsville Electric.....	Steuben .....	Dec. 16, 1891	5	50,000
Canisteo Valley Electric .....	Steuben .....	Dec. 23, 1891	2	20,000
Harlem and Kingsbridge .....	New York.....	Jan. 2, 1892	8	300,000
Coney Island, Fort Hamilton and Brooklyn .....	Kings.....	Jan. 27, 1892	5	50,000
Buffalo and Lancaster Electric...	Erie .....	Feb. 23, 1892	20	200,000
Cayadutta Electric .....	Fulton & Montgomery.	Feb. 27, 1892	12	120,000
Buffalo, Bellevue and Lancaster.	Erie .....	Mar. 1, 1892	11	90,000
Kingston City Electric .....	Ulster .....	Mar. 17, 1892	2.97	175,000
Steinway (Long Island City)....	Queens .....	Mar. 26, 1892	26	2,500,000
Buffalo, North Main Street and Tonawanda Electric.....	Erie .....	Mar. 26, 1892	6	60,000
Fulton and Montgomery County Electric.....	Fulton & Montgomery.	Mar. 28, 1892	7	75,000
Buffalo and Hamburg.....	Erie .....	Mar. 31, 1892	9	150,000
New York and South Mt. Vernon.	New York and Westchester .....	April 5, 1892	3	30,000

*New companies formed under the Laws of the State of New York,  
etc.— (Concluded).*

NAME OF COMPANY.	County in which operated.	Date when articles filed.	Length of road, miles.	Capital stock.
North Mt. Vernon .....	Westchester.....	April 20, 1892	3	\$20,000
Buffalo and East Aurora Electric.	Erie .....	April 20, 1892	13	150,000
West Side (New York) .....	New York .....	April 22, 1892	5	100,000
Wakefield and Westchester Trac- tion .....	Westchester.....	April 28, 1892	7	125,000
Suburban Traction.....	Westchester.....	April 28, 1892	5	150,000
Van Nest, West Farms and West- chester Traction.....	Westchester.....	April 28, 1892	5	150,000
Williamsbridge and Westchester Traction .....	Westchester.....	April 28, 1892	4	80,000
West Farms and Westchester Traction .....	Westchester.....	April 28, 1892	3	80,000
Ossining Street .....	Westchester.....	April 30, 1892	2.5	50,000
Crescent (Long Island City).....	Queens .....	May 2, 1892	6	100,000
Hornellsville and Canisteo .....	Steuben .....	May 2, 1892	5	50,000
New York, Elemsford and White Plains .....	Westchester.....	May 4, 1892	4	60,000
New York, White Plains and Mamaroneck .....	Westchester.....	May 4, 1892	6	90,000
Flushing, Newtown and Long Island City .....	Queens .....	May 25, 1892	4	100,000



## COMPANIES REORGANIZED.

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The following companies were during the year sold under mortgage foreclosure and reorganized, to wit: "Erie and Genesee Valley Railroad Company" sold and reorganized as the

"DANVILLE AND MOUNT MORRIS RAILROAD COMPANY."

Capital stock, \$50,000.

Articles of incorporation filed October 21, 1891.

"Tonawanda and Cuba Railroad Company" sold and reorganized as the

"ATTICA AND FREEDOM RAILROAD COMPANY."

Capital stock, \$108,000.

Length of new road, thirty-six miles.

Articles of incorporation filed November 9, 1891.

"Sea Beach and Brighton Railroad Company," sold under foreclosure and reorganized as the

"BRIGHTON AND BENSONHURST RAILROAD COMPANY."

Capital stock, \$200,000.

Articles of incorporation filed June 9, 1892.

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## CONSOLIDATED COMPANIES.

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The following corporations were consolidated and name changed during the year as follows, viz.:

### STEAM ROADS.

NAME OF OLD COMPANIES.	Name of present company.	Certificate filed.	Capital stock.
Herkimer, Newport and Poland; Herkimer, Newport and Poland Extension Railway Companies, and the St. Lawrence and Adirondack Railroad Companies.....	Mohawk and Malone Railway Company.....	June 23, 1892	\$4,500,000

## EXTENSION OF ROUTES.

The following companies have, during the last year, filed articles of extension of route, viz.:

NAME OF ROAD.	Extension filed.	Length of extension.
Houston, West Street and Pavonia Ferry.....	June 9, 1892	.....
Depot Belt Line (Syracuse).....	June 13, 1892	2½ miles.
Oswego Street .....	June 30, 1892	12,750 feet.
Union Street (Brooklyn).....	June 30, 1892	.....
Ninth Avenue (New York).....	June 11, 1892	.....
Sixth Avenue (New York).....	June 11, 1892	.....

## INCREASE OF CAPITAL STOCK.

The following companies have increased their capital stock during the year, to wit.:

NAME OF ROAD.	From.	To.	Filed with Secretary of State.
Syracuse, Eastwood Heights and DeWitt.....	\$40,000	\$150,000	July 16, 1891
Oswego street.....	20,000	150,000	Sept. 17, 1891
Niagara Falls and Suspension Bridge.....	50,000	100,000	Sept. 21, 1891
Schenectady Street.....	25,000	300,000	Sept. 26, 1891
New Jersey and New York Extension.....	60,000	75,000	Nov. 5, 1891
Northern Adirondack .....	450,000	840,000	Nov. 28, 1891
Otis Elevating.....	100,000	170,000	Jan. 26, 1892
Herkimer, Newport and Poland.....	200,000	500,000	Feb. 9, 1892
Crosstown Street (Buffalo).....	500,000	1,500,000	Feb. 24, 1892
Seneca Electric.....	40,000	50,000	May 16, 1892
Niagara Falls and Suspension Bridge.....	100,000	250,000	June 10, 1892

## SURRENDER OF CAPITAL STOCK.

The following companies have during the year surrendered capital stock, as follows:

THE WEST SIDE STREET RAILWAY COMPANY

Surrendered to the "Buffalo Street Railway Company."  
Certificate filed in the office of the Secretary of State, April 5, 1892.



## ABANDONMENT OF PART OF ROUTE.

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The Brooklyn Elevated Railroad Company abandonment of 54,000 feet of its route.

Certificate filed in the office of the Secretary of State, December 30, 1891.

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## LEASED ROADS.

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The following roads were leased during the year, viz. :

WATERVLIET TURNPIKE AND RAILROAD COMPANY,

was leased February 5, 1892, to the Albany Railway Company.

Lease filed in the office of Secretary of State, March 19, 1892.

SIXTH AVENUE RAILROAD COMPANY,

was leased February 1, 1892, to the Houston, West Street and Pavonia Ferry Railway Company.

Lease filed in the office of Secretary of State, April 12, 1892.

NINTH AVENUE RAILROAD COMPANY,

was leased March 12, 1892, to the Houston, West Street and Pavonia Ferry Railway Company.

Lease filed in the office of Secretary of State, April 20, 1892.

SYRACUSE, GENEVA AND CORNING RAILWAY COMPANY,

was leased May 12, 1892, to the Corning, Cowanesque and Antrim Railway Company.

Lease filed in the office of Secretary of State, June 15, 1892.

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## AMENDED ARTICLES OF ASSOCIATION.

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“New York Cable Railway Company.”

Certificate filed in the office of the Secretary of State, September 5, 1891.

“Herkimer, Newport and Poland Railway Company.” Changed from narrow to standard gauge and reincorporated.

Certificate filed in the office of the Secretary of State, December 8, 1891.

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## CHANGE OF NAME.

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The name of the “Adirondack and St. Lawrence Railroad Company,” by order of the Supreme Court, has been changed to the Malone and Schenectady Railway Company.

Certificate filed in the office of the Secretary of State, May 6, 1892.

## ENACTMENTS.

1892.

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Chap. 63. An act in relation to Eighth avenue in the city of Brooklyn.

Chap. 102. An act to amend chapter four of the laws of eighteen hundred and ninety-one, entitled "An act to provide for rapid transit railways in cities having over one million inhabitants," passed January thirty-first, eighteen hundred and ninety-one.

Chap. 151. An act to ratify a certain contract entered into by and between the city of Buffalo, and the Buffalo Railway Company, the Crosstown Street Railway Company, of Buffalo, and the West Side Street Railway Company, and to carry the same into full force and effect.

Chap. 183. An act to authorize the Rome, Watertown and Ogdensburg Railroad Company to purchase stock of a bridge company or companies.

Chap. 186. An act to amend section six hundred and fifty-four of the Penal Code relative to injury to property.

Chap. 203. An act to ratify and confirm the action of the Dunkirk and Fredonia Railroad Company in laying down the tracks of its road in the center of Central avenue, in the city of Dunkirk, between Fourth street and the crossing of the New York, Chicago and Saint Louis railroad, over said avenue; and authorizing and empowering the said railroad company to maintain the track of its road on the center line of said avenue.

Chap. 218. An act to amend section thirteen of the Penal Code of the state of New York, relating to punishments for crime.

Chap. 219. An act to amend section six hundred and eighty-one and six hundred and eighty-two of the Code of Criminal Procedure, relating to the arraignment and punishment of corporations for crime.

Chap. 272. An act to amend section one hundred and nineteen of the Penal Code.

Chap. 306. An act to amend chapter five hundred and sixty-five of the laws of eighteen hundred and ninety, entitled "An act in relation to railroads, constituting chapter thirty-nine of the general laws."

Chap. 313. An act to authorize the commissioners of parks of the city of New York to improve and beautify Van Cortlandt park by altering or changing the location of existing railway routes in said park, and in lieu thereof to establish other and new routes of railway for the transportation of persons and property through said park.



Chap. 337. An act to amend chapter five hundred and sixty-four of the laws of eighteen hundred and ninety, entitled "An act in relation to stock corporations, constituting chapter thirty-eight of the general laws."

Chap. 339. An act to regulate, improve and enlarge Park avenue above One Hundred and Sixth street in the city of New York, and providing for the passage of intersecting streets, under the railroad structure of the New York and Harlem Railroad Company, and for the elevation of said railroad structure, and for changing the grade of said railroad, and for the construction of a new railroad bridge at an elevation over the Harlem river, and providing for all changes in any avenues, streets or railroads that may be necessary by reason of such change in structure and grade and increased elevation of bridge, and for other purposes.

Chap. 340. An act to amend chapter three hundred and sixty-one of the laws of eighteen hundred and sixty-three, entitled "An act to authorize the construction of a railway and tracks in the towns of West Farms and Morrisania," and all acts amendatory thereof.

Chap. 353. An act to further amend chapter three hundred and forty-five of the laws of eighteen hundred and eighty-eight, entitled "An act to provide for the relief of the city of Buffalo and to change and regulate the crossing and occupation of the streets, avenues and public grounds in said city by railroads," and to amend chapter two hundred and fifty-five of the laws of eighteen hundred and ninety, entitled "An act to amend chapter three hundred and forty-five of the laws of eighteen hundred and eighty-eight, entitled 'An act to provide for the relief of the city of Buffalo and to change and regulate the crossing and occupation of the streets, avenues and public grounds in said city by railroads, and also to give further power to the grade crossing commissioners of said city.'"

Chap. 367. An act in relation to Madison avenue in the city of New York.

Chap. 401. An act to revise and consolidate the laws regulating the sale of intoxicating liquors.

Chap. 425. An act to authorize the state engineer and surveyor to file certain reports with the board of railroad commissioners.

Chap. 442. An act to amend section thirteen, title sixteen, chapter five hundred and eighty-three of the laws of eighteen hundred and eighty-eight, entitled "An act to revise and combine in a single act, all existing special and local laws affecting public interests in the city of Brooklyn, relating to motive power of railroads upon certain streets."

Chap. 460. An act to amend chapter five hundred and sixty-five of the laws of eighteen hundred and ninety, entitled "An act in relation to railroads, constituting chapter thirty-nine of the general laws."

Chap. 482. An act to incorporate the Niagara River Tunnel Company.

Chap. 488. An act for the protection, preservation and propagation of birds, fish and wild animals in the State of New York and the different counties thereof.

Chap. 532. An act relative to railways in and near public parks in the cities of the State of New York.

Chap. 534. An act to amend sections one hundred and fifty-two, one hundred and fifty-three, one hundred and fifty-six, one hundred and sixty-nine and one hundred and seventy of title six of chapter five hundred and sixty-five of the laws of eighteen hundred and ninety, entitled "An act in relation to railroads, constituting chapter thirty-nine of the general laws."

Chap. 556. An act to amend chapter four of the laws of eighteen hundred and ninety-one, entitled "An act to provide for rapid transit railways in cities of over one million inhabitants."

Chap. 604. An act for the relief of street surface railroad companies organized under chapter two hundred and fifty-two of the laws of eighteen hundred and eighty-four.

Chap. 662. An act to amend sections five hundred and ninety-one, five hundred and ninety-two, six hundred and two, six hundred and eighteen, six hundred and twenty-one, six hundred and forty-nine of chapter six hundred and seventy-six of the laws of eighteen hundred and eighty-one, entitled "An act to establish a Penal Code."

Chap. 668. An act to amend chapter one hundred and forty-three of the laws of eighteen hundred and eighty-six, entitled "An act to tax stock corporations for the privilege of organization."

Chap. 676. An act to amend the Railroad Law.

Chap. 685. An act in relation to municipal corporations, constituting chapter seventeen of the general laws.

Chap. 692. An act to amend the Penal Code.

Chap. 693. An act to amend the Penal Code.

Chap. 700. An act to amend and add to the Railroad Law.

Chap. 702. An act to amend chapter five hundred and sixty-five, laws of eighteen hundred and ninety, entitled "An act in relation to railroads, constituting chapter twenty of the general laws."

Chap. 711. An act to provide for and limit the hours of service on railroads.

#### EXPENSES OF THE BOARD.

Traveling expenses of the Board of Railroad Commissioners for the year ending June 30, 1892, as filed and audited by items in the office of the Comptroller of the State. (Limited by chapter 565, Laws of 1890, to \$500 a month, in the aggregate, or \$6,000 per annum.)

Of the Commissioners.....	\$675 04
Of the secretary, inspector and accountant.....	500 33
Of the marshal, stenographer and clerks.....	51 42
Total.....	<u>\$1,235 79</u>



# ALPHABETICAL LIST

## OF COMPANIES FORMED UNDER THE LAWS OF THIS STATE

Name of road.	When formed.	Name of road.	When formed.
Addison and Northern Pennsylvania.....	1882	Auburn and Port Byron.....	1869
Addison, Osceola and Cowanesque Valley,	1878	Auburn and Rochester.....	1836
Addison and Pennsylvania.....	1887	Auburn and Syracuse.....	1834
Adirondack.....	1839	Auburn and Willow Brook.....	1872
Adirondack.....	1863	Aurora and Buffalo.....	1832
Adirondack Estate Railroad Company....	1860	Avenue C.....	1869
Adirondack Extension.....	1891	Avon, Geneseo and Mount Morris.....	1860
Adirondack and St. Lawrence.....	1890	Babylon.....	1871
Adirondack Railway.....	1882	Baldwinsville Branch.....	1886
Albany.....	1861	Batavia, Albion and Lake Ontario.....	1883
Albany.....	1863	Batavia, Attica and Salamanca.....	1867
Albany, Bennington and Rutland.....	1850	Batavia and Cheektowaga.....	1850
Albany and Boston.....	1862	Bath and Crooked Lake.....	1831
Albany and Boston.....	1864	Bath and Hammondsport.....	1872
Albany and Kenwood.....	1863	Bay Ridge and Sea Shore.....	1873
Albany and Lackawanna.....	1866	Bay Ridge and Sea Side.....	1871
Albany and New York.....	1866	Bay Shore.....	1866
Albany and Northern.....	1851	Belmont and Buffalo.....	1871
Albany Railroad.....	1863	Binghamton Central.....	1883
Albany Railway.....	1863	Binghamton, Dushore and Williamsport..	1872
Albany, Sandlake and Stephentown.....	1871	Binghamton and Port Dickinson.....	1868
Albany and Saratoga.....	1882	Binghamton and Southwestern.....	1887
Albany and Saratoga Springs.....	1853	Binghamton and Susquehanna.....	1833
Albany and Schenectady.....	1847	Binghamton and State Line.....	1892
Albany and Susquehanna.....	1851	Binghamton and Williamsport.....	1882
Albany Terminal.....	1888	Black River.....	1836
Albany and Vermont.....	1859	Black River Company.....	1832
Albany, Vermont and Canada.....	1859	Black River and Morristown.....	1870
Albany and West Stockbridge.....	1836	Black River and St. Lawrence.....	1868
Albion and Tonawanda.....	1832	Black River and Utica.....	1853
Allegheny Central.....	1881	Black River and Woodhull.....	1868
Allegheny Central.....	1882	Bleecker Street and Fulton Ferry.....	1864
Allegheny and Kinzua.....	1887	Blossburgh and Corning.....	1854
Amsterdam, Chuctanunda and Northern.	1879	Boonville and Constableville.....	1868
Amsterdam Street.....	1873	Boonville and Ontario.....	1868
Amsterdam Electric.....	1888	Boonville and Port Ontario.....	1873
Arcade and Genesee River.....	1872	Boonville and Turin.....	1866
Astoria, Blissville and Calvary Cemetary.	1891	Boston and Albany.....	1870
Astoria and Hunter's Point.....	1867	Boston, Albany and Schenectady.....	1877
Astoria and Hunter's Point.....	1877	Boston, Hartford and Erie.....	1864
Astoria Street.....	1891	Boston, Hartford and Erie Extension....	1864
Atlantic Avenue.....	1872	Boston, Hartford and Erie Ferry Exten- sion.....	1864
Atlantic Avenue.....	1890	Boston and Henderson Harbor.....	1872
Atlantic Cable.....	1888	Boston, Hoosac Tunnel and Albany.....	1873
Atlantic and Great Western.....	1859	Boston, Hoosac Tunnel and Western....	1877
Atlantic and Great Western.....	1872	Boston, Hoosac Tunnel and Western Rail- way.....	1881
Atlantic and Great Western Railroad Company of New York and Penn'a.....	1872	Boston, New York and Chicago.....	1874
Atlantic and Ontario.....	1871	Boston, New York and Western.....	1880
Attica and Allegheny Valley.....	1852	Boston, Rome and Oswego.....	1871
Attica and Arcade.....	1870	Boston, Saratoga and Western.....	1870
Attica and Arcade.....	1880	Boutenberg.....	1886
Attica and Buffalo.....	1836	Bowery Bay and Hunter's Point.....	1882
Attica and Hornellsville.....	1845	Bradford, Eldred and Cuba.....	1881
Attica, Lockport and Lake Ontario.....	1883	Branchport and Penn Yan.....	1885
Attica and Sheldon.....	1836	Breslau and Fire Island.....	1872
Auburn City.....	1886	Brewerton and Syracuse.....	1836
Auburn and Canal.....	1832	Bridge Tunnel.....	1886
Auburn and Deposit Air Line.....	1871	Brighton (No. 1).....	1880
Auburn and Homer Midland.....	1872	Brighton (No. 2).....	1880
Auburn and Ithaca.....	1889	Brighton Beach.....	1879
Auburn and Owasco Lake.....	1871	Brighton Beach and New York.....	1880
Auburn and Owasco Lake.....	1880	Broadway and Bowery Bay.....	1883
Auburn and Owasco Lake Electric.....	1889	Broadway (of Brooklyn).....	1858



Name of road.	When formed.	Name of road.	When formed.
Broadway (of New York).....	1884	Buffalo, Bellevue and Lancaster.....	1892
Broadway Central Underground.....	1880	Buffalo and Black Rock.....	1833
Broadway, Lexington and Fifth Avenue..	1884	Buffalo, Bradford and Pittsburg.....	1859
Broadway Railway.....	1890	Buffalo Branch of the Erie Railway.....	1861
Broadway and Rockaway Beach.....	1880	Buffalo, Cayuga Valley and Pine Creek...	1882
Broadway and Seventh Avenue.....	1864	Buffalo, Chautauqua Lake and Pittsburg,	1879
Broadway Surface.....	1884	Buffalo City.....	1867
Broadway Underground.....	1880	Buffalo City.....	1877
Broadway Underground Connecting.....	1880	Buffalo, Cleveland and Chicago Railway..	1881
Broadway and Yonkers Patent.....	1865	Buffalo and Conhocton Valley.....	1850
Brook Avenue.....	1885	Buffalo, Corning and New York.....	1852
Brookfield.....	1888	Buffalo, Corey and Pittsburg.....	1868
Brooklyn, Bath and Coney Island.....	1862	Buffalo Creek.....	1869
Brooklyn, Bath and Coney Island.....	1879	Buffalo Creek Extension.....	1874
Brooklyn, Bath and West End.....	1879	Buffalo Creek Transfer.....	1881
Brooklyn Bridge and South Ferry.....	1887	Buffalo Crosstown.....	1874
Brooklyn Bridge and South Shore.....	1886	Buffalo Dock and Connecting.....	1890
Brooklyn and Brighton Beach.....	1887	Buffalo and East Aurora Electric.....	1892
Brooklyn, Bushwick and Queens Co.....	1885	Buffalo East Side Street.....	1870
Brooklyn Cable.....	1883	Buffalo Electric and Cable Street.....	1889
Brooklyn Cable.....	1886	Buffalo and Erie.....	1832
Brooklyn and Canarsie.....	1865	Buffalo and Erie.....	1867
Brooklyn Central.....	1859	Buffalo Erie Basin.....	1876
Brooklyn Central and Jamaica.....	1860	Buffalo and Geneva.....	1886
Brooklyn City.....	1853	Buffalo and Geneva.....	1889
Brooklyn City Elevated.....	1875	Buffalo and Great Western.....	1882
Brooklyn City Elevated.....	1879	Buffalo Harbor.....	1833
Brooklyn City, Hunter's Point and Pros- pect Park.....	1868	Buffalo and Hamburg.....	1892
Brooklyn City and Newtown.....	1860	Buffalo and Hinsdale.....	1846
Brooklyn City and Ridgewood.....	1861	Buffalo and International.....	1857
Brooklyn City and Rockaway.....	1862	Buffalo and International Bridge.....	1871
Brooklyn and Coney Island.....	1876	Buffalo and Jamestown.....	1872
Brooklyn and Coney Island Central.....	1877	Buffalo, Kenmore and Tonawanda Electric,	1891
Brooklyn, Coney Island and Rockaway...	1878	Buffalo, Lackawanna and Pacific.....	1889
Brooklyn Crosstown.....	1872	Buffalo and Lancaster Electric.....	1892
Brooklyn, East New York and Rockaway	1864	Buffalo and Lake Huron.....	1858
Brooklyn Elevated.....	1884	Buffalo Lehigh.....	1881
Brooklyn Elevated and Atlantic Beach...	1879	Buffalo and Lockport.....	1852
Brooklyn Elevated Railway Construction Company.....	1882	Buffalo and New York.....	1851
Brooklyn Elevated Silent Safety.....	1874	Buffalo and New York City.....	1851
Brooklyn, Flatbush and Coney Island....	1866	Buffalo, New York and Erie.....	1857
Brooklyn, Flatbush and Coney Island.....	1859	Buffalo, New York and Philadelphia.....	1871
Brooklyn, Flatbush and Coney Island Rail- way.....	1877	Buffalo and Niagara Falls.....	1834
Brooklyn, Flatbush and Rockaway Beach	1879	Buffalo Niagara Slip.....	1877
Brooklyn, Fort Hamilton, Bath and Coney Island.....	1836	Buffalo, North Main street and Tonawanda Electric.....	1892
Brooklyn, Fort Hamilton and Coney Island	1867	Buffalo and Oil Creek Cross Cut.....	1865
Brooklyn, Fort Hamilton and Coney Island	1881	Buffalo and Pittsburg.....	1852
Brooklyn Heights.....	1887	Buffalo, Pittsburg and St. Louis.....	1852
Brooklyn Heights Cable.....	1886	Buffalo, Pittsburg and Western.....	1880
Brooklyn and Jamaica.....	1832	Buffalo, Pittsburg and Western.....	1881
Brooklyn and Jamaica.....	1866	Buffalo and Rochester.....	1850
Brooklyn and Jersey City Ferry.....	1884	Buffalo, Rochester and Pittsburg.....	1881
Brooklyn and Long Island Cable.....	1884	Buffalo, Rochester and Pittsburg.....	1886
Brooklyn and Long Island City.....	1880	Buffalo, Rochester and Pittsburg.....	1887
Brooklyn and Long Island Trunk.....	1883	Buffalo and South Park Belt Line.....	1887
Brooklyn and Montauk.....	1880	Buffalo and Southwestern.....	1878
Brooklyn, Middle Village and Jamaica...	1866	Buffalo and State Line.....	1849
Brooklyn, Prospect Park and Flatbush...	1867	Buffalo and Springville.....	1871
Brooklyn, Prospect Park and Jamaica Bay	1869	Buffalo Street.....	1850
Brooklyn and Queens County.....	1883	Buffalo, Syracuse and Albany.....	1878
Brooklyn and Rockaway.....	1867	Buffalo, Thousand Islands and Portland..	1890
Brooklyn and Rockaway Beach.....	1864	Buffalo, Tonawanda and Niagara Falls...	1853
Brooklyn, Rockaway and Coney Island...	1881	Buffalo, Tonawanda and Niagara River...	1860
Brooklyn and Sea Shore.....	1871	Buffalo and Washington.....	1865
Brooklyn Steam Transit.....	1869	Buffalo and Williamsville.....	1868
Brooklyn Steam Transit.....	1871	Buffalo and Williamsville.....	1870
Brooklyn Sub-railway.....	1886	Buffalo and Williamsville.....	1886
Brooklyn and Suburban.....	1887	Buffalo and Williamsville Electric.....	1891
Brooklyn Underground.....	1881	Buffalo, Williamsville and Northern.....	1888
Brooklyn, Winfield and Newtown.....	1870	Barnett Street Car.....	1886
Brooklyn and Winfield Railway.....	1869	Bushwick.....	1867
Broome and DeLancey Street Crosstown,	1885	Cairo.....	1884
Broome, DeLancey and Spring Streets...	1885	Calvary Cemetery, Greenpoint and Brook- lyn.....	1885
Buffalo.....	1860	Camden, Watertown and Northern.....	1890
Buffalo and Allegany Valley.....	1853	Campbell Hall Connecting.....	1889
Buffalo, Aurora and Southeastern.....	1882	Canajoharie and Catskill.....	1830
Buffalo and Batavia.....	1838	Canal.....	1878
		Canandaigua and Bath.....	1872
		Canandaigua and Cornhug.....	1845



Name of road.	When formed.	Name of road.	When formed.
Canandaigua and Elmira.....	1852	Citizens' Street Railway.....	1890
Canandaigua Lake.....	1887	Citizens' Street R. R. Co. of Rochester....	1885
Canandaigua and Niagara Falls .....	1851	Citizens' Surface .....	1888
Canandaigua, Palmyria and Ontario.....	1872	City (Binghamton).....	1883
Canandaigua Railway and Transportation Company.....	1823	City Island .....	1884
Canandaigua Street.....	1886	City Line and Canarsie.....	1869
Canandaigua and Syracuse .....	1853	City of Poughkeepsie.....	869
Canarsie, Brooklyn and Winfield.....	1864	City (Poughkeepsie) .....	1878
Canarsie and Flatbush .....	1874	City Railway Company of New York.....	1888
Canastota Northern.....	1886	Clayton and Theresa.....	1871
Canisteo Valley Electric.....	1891	Clinton Avenue.....	1864
Canton and St. Lawrence River.....	1885	Clinton and South Clinton.....	1853
Canton and Waddington .....	1884	Clove Branch.....	1863
Capitol Railway.....	1891	Clyde and Sodus Bay.....	1853
Cassadaga and Erie.....	1836	Coeymans .....	1836
Castleton and West Stockbridge.....	1834	Cohoes and Waterford.....	1863
Carthage and Adirondack.....	1883	Cohoes and Waterford.....	1867
Carthage, Watertown and Sacketts Har- bor .....	1869	Cohoes and Waterford.....	1872
Catskill City.....	1885	Cold Springs .....	1839
Catskill Horse.....	1874	Columbia and Rensselaer .....	1886
Catskill and Ithaca.....	1828	Columbia Street and Erie Basin.....	1866
Catskill Mountain.....	1880	Concourse .....	1880
Catskill Mountain .....	1885	Conesus Lake .....	1882
Catskill and Schoharie Valley.....	1871	Coney Island Beach.....	1877
Cattaraugus.....	1868	Coney Island and Brooklyn .....	1860
Cayadutta Electric.....	1892	Coney Island Centre and Safety Rails Ele- vated .....	1880
Cayuga Lake.....	1867	Coney Island and East River.....	1876
Cayuga Midland.....	1871	Coney Island Electrical .....	1887
Cayuga Northern .....	1872	Coney Island Elevated.....	1880
Cayuga Railway.....	1875	Coney Island, Fort Hamilton and Brook- lyn .....	1892
Cayuga Southern.....	1878	Coney Island High and Low-water Mark..	1877
Cayuga and Susquehanna.....	1843	Coney Island and Rockaway.....	1878
Cazenovia and Canastota.....	1868	Coney Island and Sea View Elevated.....	1880
Cazenovia and Canastota.....	1873	Coney Island, Sheepshead Bay and Ocean Avenue.....	1880
Cazenovia, Canastota and De Ruyter .....	1873	Coney Island Surface.....	1877
Cazenovia, Canastota and De Ruyter .....	1876	Coney Is and Surface.....	1889
Cazenovia and De Ruyter .....	1872	Coney Island Transit.....	1880
Cedarhurst .....	1885	Connecting Terminal.....	1881
Central City .....	1859	Cooperstown and Charlotte Valley.....	1888
Central Crosstown.....	1873	Cooperstown and Cherry Valley.....	1837
Central Dock and Terminal .....	1889	Cooperstown and Susquehanna Valley....	1865
Central Elevated Railway.....	1869	Copenhagen and Turin.....	1866
Central Elevated Railway.....	1886	Corning and Blossburgh .....	1851
Central of Long Island.....	1871	Corning, Cowanesque and Altrim .....	1873
Central New England and Western .....	1889	Corning and Olean .....	1853
Central Park, North and East River .....	1860	Corning and Painted Post.....	1866
Central Park and Kings Bridge .....	1866	Corning and Seneca Lake.....	1864
Central Railroad Extension .....	1873	Cornwall Branch .....	1869
Central Saratoga.....	1878	Cornwall Suspension Bridge .....	1868
Central of Staten Island.....	1870	Cortland and Homer .....	1882
Central (Staten Island).....	1873	Coudersport, Hornellsville and Lacka- wanna.....	1889
Central Tunnel.....	1881	Court Street and East End.....	1886
Central Valley.....	1870	Court Street and River Side.....	1883
Chambers Street.....	1877	Court Street and River Side.....	1885
Chambers Street.....	1884	Coxsackie and Schenectady.....	1837
Chambers Street Crosstown.....	1880	Crescent (Long Island City) .....	1892
Chambers Street and Grand Street Ferry.	1884	Crosstown Street.....	1890
Champlain and St. Lawrence.....	1851	Crosstown and Rochester.....	1889
Charlotte Lake View.....	1875	Croton Valley .....	1885
Charlotte and Lake View.....	1881	Cypress Hill Railway.....	1872
Chateaugay .....	1879	Dansville and Rochester.....	1882
Chateaugay .....	1887	Davenport.....	1888
Chautauqua County.....	1851	Davenport, Middlebury and Durham.....	1892
Chautauqua Lake.....	1874	Delaware .....	1836
Chautauqua Lake.....	1885	Delaware and North River .....	1889
Chautauqua Lake.....	1886	Delaware and Otsego.....	1887
Chautauqua Valley.....	1882	Delhi and Hudson River.....	1882
Chemung.....	1845	Delhi and Middletown.....	1871
Chemung and Ithaca.....	1837	Deerfield and Utica.....	1888
Chenango Valley.....	1863	Depot Belt Line .....	1891
Cherry Valley, Sharon and Albany.....	1869	Dexter and Ontario .....	1889
Cherry Valley and Mohawk River.....	1864	Division Avenue.....	1853
Cherry Valley and Spraker's Horse Power Railroad Company .....	1860	Dry Dock, East Broadway and Battery...	1863
Cherry Valley and Susquehanna.....	1836	Dunderberg Spiral .....	1889
Christopher and Tenth Street.....	1873	Dunkirk, Allegheny Valley and Pittsburg	1872
Christopher St. and James Slip Ferry.....	1885	Dunkirk and Chautauqua Lake.....	1865
Citizens' Electric.....	1887	Dunkirk, Chautauqua Lake and Pitts- burg.....	1873
Citizens' Railway.....	1885		
Citizens' Railway of Jamestown .....	1890		



Name of road.	When formed.	Name of road.	When formed.
Dunkirk and Fredonia .....	1864	Fishkill and Matteawan Street.....	1886
Dunkirk and Fredonia Rapid Transit.....	1891	Fishkill and Newburgh.....	1876
Dunkirk and Junction.....	1879	Fitchburg .....	1842
Dunkirk, Warren and Pittsburgh .....	1857	Flatbush, Coney Island and Canarsie .....	1864
Dunkirk, Warren and Pittsburgh .....	1870	Flatbush, Coney Island Park and Con- course .....	1876
Dutchess .....	1832	Flushing .....	1852
Dutchess .....	1836	Flushing .....	1863
Dutchess and Columbia.....	1866	Flushing and College Point.....	1866
Dutchess County.....	1890	Flushing and College Point Electric Street,	1887
Dutchess Extension.....	1889	Flushing and College Point Street .....	1886
East Branch Connecting.....	1889	Flushing, Newtown and Long Island City,	1892
East Brooklyn Railroad.....	1874	Flushing, North Shore and Central .....	1874
East Brooklyn Railway .....	1873	Flushing and North Side.....	1868
East Brooklyn, Winfield and Newtown....	1867	Flushing Village .....	1871
East Buffalo Terminal.....	1883	Flushing and Woodside .....	1864
East Chester.....	1886	Fonda and Fultonville .....	1875
Eastern Branch of the Dutchess and Columbia.....	1868	Fonda, Johnstown and Gloversville.....	1867
Eastern Railroad Company of Long Island .....	1879	Forestport.....	1868
East Genesee Street and Seward Avenue..	1871	Fort Ann and Mount Hope.....	1871
East Genesee Street and Seward Avenue Railway .....	1881	Fort Edward, Glens Falls and Sandy Hill,	1863
East New York, Bayside and Ozone Park,	1885	Fort Hamilton and Coney Island.....	1881
East New York and Jamaica.....	1850	Fort Hamilton and New York Elevated...	1838
East New York and Jamaica Bay.....	1865	Fort Plain and Richfield Springs.....	1887
East and North River.....	1861	Fort Plain Street.....	1887
East and North River .....	1884	Fort Pond Bay .....	1833
East River Bridge and Coney Island Transit.....	1881	Forty-second Street Crosstown .....	1877
East River, Central Park and North River.....	1889	Forty-second St. and Grand St. Ferry ....	1863
East River and Connecticut Railway.....	1881	Forty-second Street, Manhattanville and St. Nicholas Avenue.....	1878
East River Connecting .....	1890	Fourteenth Street District Railway .....	1885
East River and Newtown.....	1885	Fourth Ward (Syracuse) .....	1888
East River Tunnel.....	1885	Frankfort and Union .....	1871
East Side (Elmira).....	1891	Franklin Avenue .....	1887
East Side and Mt. Vernon Railway.....	1881	Fredonia and Van Buren.....	1836
East Side and New Rochelle Patent Rail- way.....	1866	Friendship .....	1881
East Side Railway.....	1868	Fulton.....	1864
East Side, of Rochester.....	1887	Fulton and Cortland Street Ferry.....	1884
East and West.....	1890	Fulton and Cortland Street Ferry Rail- way .....	1884
East and West Ferries.....	1887	Fulton Elevated.....	1888
Eighth Avenue .....	1855	Fulton Ferry and Canarsie Bay.....	1868
Eighth Ward .....	1889	Fulton Ferry and Prospect Park.....	1867
Eleventh Ward Street.....	1889	Fulton Ferry and Tenth Avenue .....	1865
Elmira, Canandaigua and Niagara Falls..	1857	Fulton and Montgomery County Electric,	1892
Elmira Connecting.....	1882	Fulton and Oswego Falls.....	1885
Elmira, Cortland and Northern .....	1884	Fulton and Oswego Falls Street .....	1885
Elmira and Horseheads. ....	1871	Fulton Street Crosstown.....	1887
Elmira, Jefferson and Canandaigua.....	1879	Fulton, Wall Street and Cortlandt Street Ferries .....	1885
Elmira and Lake Ontario.....	1886	Gallupville .....	1869
Elmira State Line.....	1872	Garnerville.....	1875
Elmira Transfer.....	1885	Geddes Street Railway.....	1886
Elmira and Williamsport.....	1832	Genesee Falls .....	1886
Elmira and Williamsport.....	1860	Genesee and Hudson.....	1852
Erie and Black Rock .....	1882	Genesee Valley.....	1856
Erie and Cattaraugus....	1837	Genesee Valley Canal .....	1880
Erie and Central New York.....	1883	Genesee Valley Junction....	1882
Erie and Genesee Valley.....	1868	Genesee Valley Terminal.....	1882
Erie International.....	1872	Genesee and Water Street .....	1865
Erie and New England .....	1863	Genesee and Wyoming Valley .....	1891
Erie and New York City.....	1872	Genesee .....	1848
Erie and Niagara River.....	1882	Genesee and Pittsford.....	1836
Erie Railway.....	1861	Geneva and Canandaigua .....	1828
Erie, Rochester and Lake Ontario Ter- minal.....	1884	Geneva and Cattaraugus.....	1837
Far Rockaway Beach .....	1881	Geneva Electric .....	1890
Far Rockaway Branch .....	1868	Geneva and Hornellsville.....	1876
Ferry Crosstown .....	1885	Geneva, Hornellsville and Pine Creek.....	1876
Fifth Avenue.....	1884	Geneva and Ithaca.....	1870
Fifth Avenue.....	1885	Geneva, Ithaca and Athens .....	1874
Fifth Ward .....	1868	Geneva, Ithaca and Sayre.....	1877
Fifty-second, Fifty-third Streets and Boulevard.....	1886	Geneva and Lyons .....	1877
Fifty-ninth Street.....	1885	Geneva and Sayre.....	1889
Fiftieth Street, Astoria Ferry and Central Park.....	1890	Geneva and Southwestern.....	1871
First Avenue and Jersey Ferries.....	1864	Geneva, Southwestern and Hornellsville.,	1873
Fish House and Amsterdam .....	1832	Geneva Surface .....	1891
Fishkill.....	1868	Geneva and Van Ettenville.....	1889
		Gilbert Elevated .....	1872
		Gilboa .....	1839
		Gendale and East River.....	1874
		Glens Falls .....	1867
		Glens Falls, Sandy Hill and Fort Edward,	1885



Name of road.	When formed.	Name of road.	When formed.
Glens Falls Street .....	1885	Houston, West Ave. and Pavonia Ferry..	1874
Gloversville and Kingsboro .....	1874	Hudson Avenue.....	1867
Gloversville, Mayfield and Northville .....	1868	Hudson and Berkshire .....	1823
Gloversville and Northville.....	1872	Hudson and Boston .....	1855
Gloversville Street Electric.....	1891	Hudson Connecting .....	1887
Goshen and Albany .....	1842	Hudson and Delaware.....	1830
Goshen and Deckertown .....	1867	Hudson Electric .....	1888
Goshen and New Jersey.....	1837	Hudson and Kinderhook .....	1871
Gouverneur and Adirondack.....	1890	Hudson and Mohawk.....	1869
Gouverneur and Edwards.....	1890	Hudson River .....	1846
Gouverneur and Oswegatchie.....	1892	Hudson River and Boston.....	1885
Grand Street .....	1859	Hudson River West Shore .....	1867
Grand Street Central Transit .....	1884	Hudson and St. Lawrence.....	1872
Grand Street Ferry and Middle Village..	1869	Hudson, Suspension Bridge and New Eng- land .....	1870
Grand Street and Maspeth.....	1859	Hudson Tunnel .....	1873
Grand Street and Newtown .....	1860	Hudson Tunnel .....	1880
Grand Street, Prospect Park and Flatbush,	1870	Hudson Tunnel of New York.....	1880
Grand View Beach .....	1889	Hudson Tunnel Railway.....	1880
Gravesend, Flatlands, Flatbush and Brooklyn .....	1890	Hudson Valley .....	1870
Great Ausable.....	1828	Hudson and West Shore .....	1860
Great Valley and Bradford.....	1881	Hunter's Point Avenue and Calvary Ceme- tery .....	1889
Greene .....	1838	Hunter's Point and Flushing .....	1872
Greene .....	1869	Hunter's Point, Ravenw'd and Astoria....	1864
Greenpoint and Calvary .....	1865	Hunter's Point and Rockaway Beach....	1867
Greenpoint and Lorimer Street .....	1884	Hunter's Point and South Side.....	1870
Greenpoint, Prospect Park and Greenwood	1865	Huntington Street .....	1887
Greenpoint and Williamsburgh .....	1864	Huntington Street .....	1890
Greenwich and Johnsonville .....	1869	Iliou Street.....	1875
Greenwich and Johnsonville .....	1874	International.....	1861
Greenwich and Johnsonville Railway .....	1879	Iron Hill .....	1873
Greenwood and Coney Island .....	1872	Island .....	1883
Greenwood Lake and Port Jervis .....	1888	Ithaca .....	1884
Hamilton Avenue and Prospect Park .....	1869	Ithaca and Athens .....	1870
Hamilton Avenue, Prospect Park and Flatbush .....	1868	Ithaca and Auburn .....	1836
Hamilton Ferry and Canarsie.....	1870	Ithaca, Auburn and Western.....	1876
Hancock and Pennsylvania .....	1889	Ithaca and Cortland.....	1869
Hancock and State Line.....	1889	Ithaca and Geneva.....	1832
Harlem Bridge, Morrisania and Fordham,	1863	Ithaca and Oswego .....	1828
Harlem, Brook Avenue and Woodstock...	1890	Ithaca and Port Renwick .....	1834
Harlem Crosstown .....	1885	Ithaca and Tonawanda.....	1866
Harlem Extension.....	1870	Jackson and Steinway Avenue Railroad Company of Long Island.....	1879
Harlem and Kings Bridge.....	1892	Jamaica and Brooklyn Road.....	1880
Harlem, Mott Haven and Morris Avenue..	1890	Jamaica and Middle Village .....	1866
Harlem River .....	1883	Jamaica, Woodhaven and Brooklyn .....	1872
Harlem River and High Bridge .....	1853	Jamestown.....	1871
Harlem River and Port Chester.....	1866	Jamestown.....	1883
Harlem River and Port Chester Rapid Transit .....	1880	Jamestown and Northern.....	1885
Harlem River and Woodstock.....	1886	Jamestown Short-Line Railway.....	1886
Harlem River and Tarrytown.....	1864	Jamestown Street.....	1882
Harlem and Riverdale Park.....	1885	Janesville .....	1836
Hartford and Connecticut Western .....	1881	Jerome Avenue .....	1889
Hayt's Corners, Ovid and Willard .....	1882	Jerome Park .....	1880
Hempstead and Jamaica.....	1865	Jerome Park Branch.....	1876
Hempstead and Smithtown .....	1873	Jersey City and Albany.....	1873
Hempstead and Rockaway.....	1870	Jersey City and Albany Railway.....	1879
Henning Rapid Transit.....	1891	Jersey City and Albany Railroad Com- pany of the States of New York and New Jersey .....	1879
Herkimer and Mohawk.....	1871	Jersey Ferries and First Avenue.....	1865
Herkimer, Newport and Poland Narrow Gauge .....	1880	Johnsonville & Rutland.....	1890
Herkimer, Newport and Poland Extension	1891	Johnstown .....	1836
Herkimer and Trenton .....	1836	Johnstown, Gloversville and Kingsboro...	1873
Hicksville and Cold Springs Branch .....	1853	Jordon and Skaneateles.....	1837
Hicksville and Huntington.....	1865	Junction .....	1870
High Bridge.....	1866	Junction Railway .....	1865
High Bridge Elevated Incline .....	1883	Kanona and Prattburgh.....	1886
Highland Junction .....	1881	Kaaterskill.....	1882
Highland Trans-Hudson .....	1881	Keeseville, Ausable Chasm and Lake Champlain .....	1889
Hobart Branch.....	1884	Keeseville and Montreal.....	1869
Honeoye .....	1836	Kinderhook and Hudson .....	1889
Hoosac Tunnel and Saratoga Railway....	1881	Kinderhook, Valatia and Stuyvesant.....	1887
Hornell Street.....	1888	Kinderhook, Valatia and Niverville.....	1887
Hornellsville.....	1888	Kings Bridge Cable Railway .....	1886
Hornellsville and Almond Street.....	1873	Kings Bridge, High Bridge and Forty- second Street.....	1864
Hornellsville and Canisteo .....	1892	Kings Bridge and Yonkers .....	1876
Hornellsville and Cohocton Valley.....	1882	Kings County.....	1878
Hornellsville Electric.....	1891	Kings County Central.....	1876
Hornellsville and West Union.....	1889		
Horseheads and Elmira Avenue.....	1871		
Houston and Hoboken.....	1885		



Name of road.	When formed.	Name of road.	When formed.
Kings County Elevated.....	1879	Manhattan Surface.....	1887
Kingston City .....	1879	Mann's Boudoir Car.....	1883
Kingston City Electric .....	1892	Manheim and Salisbury.....	1834
Kingston and Rondout.....	1865	Maple Avenue.....	1887
Kingston Turnpike and Railroad Co.....	1835	Marginal .....	1877
Kingston and Utica .....	1892	Marine .....	1878
Kingston, Warwick and Easton.....	1883	Maspeth Railroad and Bridge Company ..	1868
Lackawanna and Pittsburg .....	1883	Massena Springs and Fort Covington....	1884
Lackawanna and Southwestern.....	1889	Mayville Extension.....	1881
Lackawanna and Susquehanna.....	1867	Mayville and Portland .....	1832
Lake Champlain and Moriah.....	1867	Mechanicville and Fort Edward.....	1880
Lake Champ'ain and Ogdensburgh.....	1832	Medina and Darien.....	1884
Lake Mahopac and Connecticut.....	1886	Medina and Lake Ontario .....	1836
Lake Ontario.....	1874	Melrose and West Morrisania .....	1886
Lake Ontario and Auburn .....	1856	Metropolitan Crosstown.....	1889
Lake Ontario, Auburn and New York....	1852	Metropolitan Elevated.....	1872
Lake Ontario and Hudson River.....	1857	Metropolitan Elevated .....	1873
Lake Ontario Shore.....	1868	Metropolitan Railroad.....	1864
Lake Ontario Southern.....	1880	Metropolitan Railway.....	1864
Lake and River Improvement and Rail- road Land Company of the New York Wilderness .....	1865	Metropolitan Surface .....	1885
Lake Shore and Michigan Southern.....	1869	Metropolitan Surface.....	1886
Lansingburgh and Cohoes.....	1880	Metropolitan Transit.....	1867
Lansingburgh and Troy.....	1853	Metropolitan Transit.....	1872
Lansingburgh and Troy.....	1872	Metropolitan Underground.....	1891
Larchmont .....	1888	Middleburgh and Schoharie.....	1867
Laurel Hill, New Calvary and Lutheran Cemetery.....	1885	Middle Central .....	1878
Lawrenceville and Erie.....	1874	Middletown and Crawford .....	1868
Lebanon Springs .....	1852	Middletown Horse.....	1870
Lehigh and Hudson River.....	1882	Middletown Street.....	1889
Lehigh Valley.....	1882	Middletown, Unionville and Water Gap...	1866
Lehigh Valley.....	1882	Middle Village.....	1867
Lewiston .....	1836	Middlesex Valley.....	1892
Lewiston and Youngstown.....	1892	Midwout, Amersfort and Coney Island....	1877
Lexington Ave. and Fourteenth Street...	1884	Mohawk and Adirondack.....	1891
Lexington Avenue and South Ferry .....	1886	Mohawk and Hudson.....	1826
Lincoln Park and Charlotte.....	1888	Mohawk and Ilion. ....	1870
Lima and Honeove Falls.....	1892	Mohawk and Lake Erie Railway.....	1881
Little Falls and Dolgeville.....	1891	Mohawk and Moose River.....	1857
Little Falls, Dolgeville and Piseco Lake...	1883	Mohawk and St. Lawrence Railroad Navi- gation Company .....	1837
Little Falls, Van Hornesville and Otsego Lake Narrow Gauge.....	1889	Mohawk and St. Lawrence .....	1890
Liverpool and Syracuse.....	1868	Mohawk and Susquehanna Valley .....	1887
Lockport .....	1885	Mohawk Valley .....	1851
Lockport and Batavia.....	1836	Mohawk Valley and Piseco.....	1863
Lockport and Buffalo.....	1871	Mohawk Valley and Northern.....	1890
Lockport and Niagara Falls. ....	1834	Monroe and Greenwood Lake .....	1877
Lockport and Northern.....	1889	Montague Street Railway .....	1885
Lockport and Olcott Beach .....	1891	Montgomery and Erie.....	1866
Lockport and Youngstown.....	1836	Montgomery and Erie.....	1886
Locust Grove and Brighton Beach.....	1879	Monticello, Fallsburgh and New York ....	1888
Long Beach Marine .....	1881	Monticello and Port Jervis.....	1868
Long Island .....	1834	Montreal and Plattsburgh.....	1868
Long Island Boynton Bicycle .....	1891	Morris Avenue .....	1885
Long Island City and Calvary Cemetery..	1871	Mount McGregor.....	1882
Long Island City and Flushing.....	1881	Mount McGregor.....	1889
Long Island City and Manhattan Beach...	1883	Mount Prospect and Carroll Street.....	1873
Long Island City and Maspeth.....	1873	Mount Vernon and East Chester .....	1885
Long Island City and Newtown.....	1883	Mount Vernon and East Chester.....	1887
Long Island City and Sea Beach.....	1886	Mount Vernon and Yonkers.....	1885
Long Island City Shore .....	1874	Myrtle Avenue Branch.....	1881
Long Island Elevated Railway.....	1886	Nanuet and New City.....	1871
Long Island and New York Terminal....	1892	Nassau .....	1865
Lyons Street Surface. ....	1889	Nassau Cable.....	1884
Madison Ave. and Eighty sixth Street ....	1885	Neversink Valley.....	1889
Madison Ave. and Twenty-third Street....	1885	Newark .....	1836
Madison Avenue Underground.....	1880	New Brighton and Onondaga Valley ....	1869
Madison County.....	1829	Newburgh, Dutchess and Connecticut....	1877
Mahopac Falls. ....	1884	Newburgh .....	1868
Main and Ohio Street.....	1859	Newburgh .....	1882
Malden .....	1837	Newburgh .....	1886
Malden .....	1863	Newburgh and Kingston .....	1869
Malone and Canada .....	1883	Newburgh and Middletown .....	1866
Malone and St. Lawrence .....	1891	Newburgh and Midland .....	1870
Manhattan Beach Extension .....	1883	Newburgh and New York Railroad.....	1864
Manhattan Beach and West Brighton....	1879	Newburgh and New York Railroad .....	1865
Manhattan Elevated.....	1875	Newburgh and Poughkeepsie .....	1887
Manhattan Railroad.....	1879	Newburgh and Wallkill Valley.....	1868
Manhattan Railway .....	1854	New England, New York and Pennsyl- vania .....	1878
Manhattan Railway .....	1867	New England, Lackawanna and Pitts- burgh .....	1883
		New England and Southwestern.....	1885



Name of road.	When formed.	Name of road.	When formed.
New England and Western.....	1887	New York, Lake Erie and Western.....	1878
New Jersey and Hudson River.....	1881	New York and Long Beach .....	1880
New Jersey and New England .....	1873	New York and Long Island .....	1887
New Jersey and New York.....	1875	New York, Long Island and Rockaway...	1879
New Jersey and New York Extension....	1886	New York and Long Island Suburban....	1891
New Jersey and Staten Island Junction..	1886	New York and Mahopac .....	1871
New Rochelle and Pelham.....	1886	New York and Manhattan Beach .....	1877
New Rochelle Street Horse Railroad.....	1885	New York and Massachusetts.....	1887
New Rochelle Street Horse Railway .....	1885	New York and Newburgh.....	1854
Newtown and Flushing .....	1871	New York and New England.....	1873
New Williamsburgh and Flatbush .....	1873	New York, New Haven and Hartford....	1872
New York .....	1860	New York and New Jersey.....	1873
New York and Albany .....	1832	New York and New Jersey Railway .....	1891
New York and Albany.....	1867	New York and New Jersey Terminal.....	1891
New York and Atlantic.....	1880	New York and New Jersey Tunnel.....	1883
New York and Atlantic Coast.....	1880	New York, New Jersey and Eastern .....	1892
New York, Bay Ridge and Jamaica.....	1876	New York and New Rochelle.....	1852
New York and Boston.....	1869	New York Northern.....	1866
New York and Boston.....	1892	New York Northern.....	1880
New York, Boston and Albany.....	1880	New York Northern.....	1883
New York, Boston, Albany and Schenec-		New York and Northern.....	1887
tady .....	1880	New York Northern Central .....	1865
New York and Boston Extension .....	1872	New York and North Salem.....	1871
New York, Boston and Montreal .....	1873	New York, Ontario and Western.....	1880
New York and Boston Inland .....	1882	New York and Oswego Midland.....	1866
New York, Boston and Northern.....	1873	New York, Pennsylvania and Ohio .....	1880
New York and Brighton Beach.....	1879	New York, Pennsylvania and Western....	1881
New York and Brooklyn Elevated .....	1880	New York and Queens County Tunnel....	1891
New York and Brooklyn Marine .....	1880	New York Quick Transit.....	1874
New York, Brooklyn and Manhattan		New York Railway.....	1871
Beach .....	1885	New York, Richfield Springs and Coop-	
New York, Brooklyn and Rockaway.....	1881	erstown.....	1882
New York, Brooklyn and Sea Beach.....	1878	New York and Rockaway.....	1871
New York, Brooklyn and Sea Shore.....	1877	New York and Rockaway Beach.....	1876
New York and Brighton Beach .....	1878	New York and Rockaway Beach.....	1887
New York Cable.....	1884	New York, Rockaway and Long Island...	1880
New York and Canada.....	1872	New York, Rutland and Montreal.....	1883
New York Central.....	1853	New York and Sea Beach Railroad.....	1876
New York District Railway.....	1885	New York and Sea Beach Railway.....	1883
New York and Palisade.....	1885	New York, Sea Beach and Coney Island..	1878
New York Central and Hudson River....	1869	New York and South Beach.....	1891
New York Central, Hudson River and		New York and South Side.....	1874
Fort Orange.....	1884	New York and South Mount Vernon.....	1892
New York Central Niagara River.....	1877	New York State.....	1873
New York, Chicago and St. Louis Railway	1881	New York Suburban Railway .....	1886
New York, Chicago and St. Louis.....	1887	New York Surface Railway .....	1886
New York City.....	1884	New York and Troy.....	1852
New York City Crosstown.....	1863	New York Tunnel .....	1880
New York City Underground .....	1868	New York Underground .....	1880
New York City and Northern .....	1878	New York Underground Extension .....	1874
New York City Rapid Transit.....	1872	New York, Utica and Ogdensburg.....	1870
New York City Suburban Surface.....	1889	New York and Westchester.....	1887
New York and Coney Island .....	1879	New York, Westchester and Boston.....	1872
New York, Coney Island and Rockaway..	1879	New York and Westchester County.....	1859
New York and Connecticut.....	1846	New York, Westchester and Putnam ....	1877
New York, Connecticut and Eastern, of		New York, Westchester and Putnam ....	1887
New York.....	1840	New York and Western.....	1853
New York Connecting.....	1892	New York Western Midland .....	1872
New York and Croton River.....	1871	New York, West Shore and Buffalo.....	1880
New York and Croton River Extension...	1872	New York, West Shore and Buffalo	
New York Bay Extension.....	1892	Railway .....	1881
New York, Danbury and Boston.....	1883	New York, West Shore and Chicago .....	1870
New York and East River.....	1882	New York, White Plains and Mamaroneck,	1892
New York Elevated .....	1871	New York and White Plains .....	1871
New York and Erie.....	1832	New York, Woodhaven and Rockaway ...	1877
New York, Elmsford and White Plains..	1892	New York and Yonkers .....	1859
New York and Flushing.....	1859	New York and Yonkers.....	1892
New York, Fordham and Bronx River....	1883	Niagara Bridge and Canandaigua.....	1858
New York, Fort Hamilton and Coney		Niagara Falls.....	1871
Island.....	1880	Niagara Falls Branch .....	1875
New York, Greenwood and Coney Island..	1879	Niagara Falls, Buffalo and New York....	1852
New York Harbor.....	1887	Niagara Falls and Lake Ontario .....	1852
New York and Harlem.....	1831	Niagara Falls and La Salle.....	1890
New York and Hempstead.....	1871	Niagara Falls and Lewiston.....	1849
New York and Hempstead Plains.....	1870	Niagara Falls and Lewiston.....	1890
New York and Highland Suspension		Niagara Falls and Suspension Bridge ....	1882
Bridge Company .....	1869	Niagara Falls and Whirlpool Railway....	1886
New York, Housatonic and Northern....	1864	Niagara Junction.....	1892
New York and Jamaica.....	1859	Niagara River.....	1852
New York, Kingston and Syracuse.....	1872	Niagara River Street.....	1890
New York, Lackawanna and Western....	1880	Niagara River and Erie.....	1889
New York and Lake Mahopac .....	1861	Niagara River and New York Air Line....	1872



Name of road.	When formed.	Name of road.	When formed
Niagara Shore Terminal .....	1891	Oswego and Utica.....	1836
Niagara Street .....	1859	Otis Elevating Railway .....	1885
Ninth Avenue .....	1859	Otsego .....	1832
North and East Greenbush .....	1873	Ottawa St. Lawrence and Schenectady ..	1886
North and East Greenbush .....	1882	Ottawa, Waddington and New York Rail- way and Bridge Company of New York.	1884
North and East River.....	1885	Owasco River Railway.....	1881
Northern.....	1845	Oyster Bay Extension.....	1886
Northern Adirondack.....	1883	Park Avenue.....	1870
Northern Adirondack Extension.....	1886	Park Avenue.....	1882
Northern Air Line.....	1869	Peeksville Valley.....	1887
Northern Central New York .....	1867	Pelham Park.....	1884
Northern Extension of Rochester, Nunda and Pittsburg .....	1872	Pelham and Port Chester .....	1872
Northern of New Jersey .....	1854	Pelham and Travers Island .....	1889
Northern New York.....	1870	Penfield and Canal .....	1837
North New York Junction .....	1891	Pennsylvania and Erie Coal and Railway Company.....	1875
Northern Railroad Company of Long Island .....	1881	Pennsylvania, Poughkeepsie and Boston..	1887
Northern Slackwater and Railroad Co....	1846	Pennsylvania, Slatington and New Eng- land .....	1882
North Mount Vernon.....	1892	Pennsylvania and Sodus Bay.....	1870
North New York.....	1885	Penn Yan and Geneva .....	1875
North Park.....	1872	Penn Yan and New York .....	1877
North River.....	1880	People's .....	1880
North River .....	1881	People's Electric Street.....	1888
North River and Wall Street Ferry.....	1862	People's Rapid Transit.....	1888
North Second Street and Middle Village..	1871	People's Surface of Niagara Falls and Suspension Bridge .....	1891
North Side of Long Island .....	1867	People's Surface Railway.....	1885
North Side Railroad Co. of Rochester ....	1887	People's Syracuse.....	1887
North Side (Staten Island).....	1871	Perry.....	1882
North Shore.....	1863	Pertin Amboy.....	1885
North Shore of Long Island.....	1870	Piermont and Nyack.....	1864
North Shore and Port Washington.....	1874	Piermont West Shore .....	1857
North Third and Fleetwood.....	1890	Pine Plains and Albany.....	1872
Norwood and Montreal.....	1884	Pine Plains and Rhinebeck.....	1873
Nostrand Avenue and Park.....	1870	Pittsburg, Chautauqua and Lake Erie....	1888
Nyack and Northern.....	1868	Pittsburg, Lackawanna and Northeastern	1883
Oak Hill Iron.....	1880	Pittsburg, Titusville and Buffalo.....	1880
Oatka Valley.....	1883	Pittsburg and Montreal .....	1850
Ocean Bay and Sheepshead Bay Railway	1881	Pittsburg and Rouse's Point .....	1851
Ocean Palace Elevated.....	1877	Portage and Cuba Low Grade.....	1882
Ocean Parkway Transit.....	1888	Port Byron and Auburn.....	1829
Ogdensburg .....	1857	Port Chester and Tarrytown .....	1882
Ogdensburg .....	1885	Port Chester and Rye Beach Street.....	1887
Ogdensburg, Clayton and Rome.....	1853	Port Chester, White Plains and Tarrytown Street.....	1888
Ogdensburg and Lake Champlain .....	1864	Port Dickinson and Chenango River .....	1881
Ogdensburg and Morristown.....	1871	Port Jervis Electric .....	1889
Ogdensburg and Morristown.....	1877	Port Jervis and Monticello.....	1875
Ogdensburg Street Railway.....	1885	Port Jervis, Monticello and New York....	1886
Olean.....	1880	Port Jervis and Suburban.....	1889
Olean, Bradford and Warren.....	1877	Port Morris and Westchester .....	1861
Olean Street.....	1880	Port Richmond and Prohibition Park Electric.....	1891
Olean and Salamanca.....	1882	Potsdam and Montreal.....	1881
Oneida .....	1885	Potsdam and Watertown.....	1852
Oneida Horse .....	1874	Poughkeepsie Bridge.....	1888
Oneida, Oneonta and New York.....	1889	Poughkeepsie City .....	1866
Oneida Street .....	1887	Poughkeepsie and Connecticut.....	1888
Oneida Valley.....	1864	Poughkeepsie Connecting.....	1887
One Hundred and Fifty-fifth Street.....	1886	Poughkeepsie and Delaware Valley.....	1887
One Hundred and Sixteenth Street and Fort Lee Ferry.....	1885	Poughkeepsie and Eastern.....	1866
One Hundred and Twenty-fifth Street ....	1871	Poughkeepsie Grand Junction .....	1879
Oneonta .....	1887	Poughkeepsie and Grand Junction.....	1879
Oneonta and Earlville.....	1872	Poughkeepsie, Hartford and Boston.....	1875
Oneonta and Earlville.....	1889	Poughkeepsie, Hartford and New England	1887
Oneonta and Otego Valley .....	1887	Poughkeepsie and Hudson.....	1889
Oneonta and Richfield Springs.....	1889	Poughkeepsie and Southeastern .....	1886
Onondaga Lake .....	1890	Poughkeepsie and Southwestern.....	1883
Ontario Southern .....	1876	Poughkeepsie Terminal.....	1887
Orange County.....	1877	Prospect Park and Clarkson Street .....	1878
Orange County.....	1889	Prospect Park and Coney Island .....	1867
Ossining.....	1888	Prospect Park and Coney Island .....	1874
Ossining Street.....	1892	Prospect Park and Flatbush .....	1875
Oswego .....	1885	Prospect Park and Sea Side.....	1879
Oswego, Binghamton and New York.....	1855	Prospect Park and South Brooklyn .....	1888
Oswego City (Street).....	1870	Putnam and Dutchess.....	1871
Oswego City and Town.....	1872	Queen City Street.....	1887
Oswego and Cortland .....	1836	Queens County.....	1871
Oswego Northern and Eastern.....	1853	Queens railway.....	1872
Oswego and Rome.....	1863		
Oswego and Syracuse.....	1839		
Oswego and Troy.....	1854		



Name of road.	When formed.	Name of road.	When formed.
Rapid Transit.....	1890	Sacandaga Valley.....	1871
Rensselaerville and Berne. ....	1869	Sacketts Harbor and Ellisburgh .....	1851
Rensselaer and Saratoga.....	1832	Sacketts Harbor, Rome and New York ...	1860
Rhinebeck and Connecticut.....	1870	Sacketts Harbor and Saratoga.....	1852
Richfield Springs and Cherry Valley.....	1882	Sacketts Harbor and Watertown.....	1855
Richfield Springs and Otsego Lake.....	1866	Sackett Street.....	1866
Richmond County.....	1885	St. Lawrence Valley .....	1873
Riker Avenue and Sandford's Point.....	1886	St. Nicholas Avenue and Crosstown .....	1885
River Bridge.....	1891	Salamanca, Bedford and Allegany River..	1881
Rochester.....	1833	Salamanca Electric Surface .....	1890
Rochester.....	1890	Salamanca and Warren.....	1881
Rochester Cable.....	1887	Salina and Oakwood Railway.....	1886
Rochester and Canal.....	1831	Salina and Port Watson.....	1829
Rochester and Charlotte.....	1836	Saranac and Lake Placid .....	1890
Rochester and Charlotte.....	1881	Saratoga Electric .....	1889
Rochester and Charlotte Boulevard.....	1873	Saratoga and Fort Edward .....	1832
Rochester City and Brighton.....	1862	Saratoga and Hudson River.....	1864
Rochester Electric.....	1887	Saratoga Lake .....	1880
Rochester City and Brighton Terminal....	1887	Saratoga Street .....	1887
Rochester and Genesee Valley.....	1851	Saratoga and Montgomery.....	1836
Rochester and Genesee Valley Canal.....	1879	Saratoga and Mt. McGregor .....	1882
Rochester and Glen Haven.....	1887	Saratoga, Mt. McGregor and Lake George,	1882
Rochester and Heneoye Valley.....	1888	Saratoga Rapid Transit.....	1890
Rochester, Hornellsville and Lackawanna.	1886	Saratoga and Schenectady.....	1831
Rochester, Hornellsville and Pine Creek..	1872	Saratoga, Schuylerville and Hoosac	
Rochester and Irondequoit.....	1878	Tunnel .....	1870
Rochester and Lake Beach.....	1888	Saratoga Springs and Schuylerville .....	1832
Rochester and Lake Ontario.....	1852	Saratoga and St. Lawrence .....	1885
Rochester and Lake Ontario.....	1879	Saratoga and St. Lawrence Extension....	1891
Rochester, Lake Side and Braddocks Bay	1881	Saratoga and Washington .....	1834
Rochester and Lockport.....	1837	Saratoga and Whitehall .....	1855
Rochester, Lockport and Niagara Falls...	1850	Sauquoit Valley Electric Street.....	1890
Rochester, New York and Pennsylvania..	1880	Schenectady .....	1886
Rochester, New York and Pennsylvania..	1881	Schenectady and Albany.....	1890
Rochester, Nunda and Pennsylvania.....	1870	Schenectady, Albany and North Adams...	1882
Rochester, Nunda and Pennsylvania.....	1872	Schenectady and Catskill.....	1846
Rochester, Nunda and Pennsylvania		Schenectady and Catskill.....	1863
Extension .....	1872	Schenectady City.....	1873
Rochester, Nunda and Pittsburg.....	1877	Schenectady and Duanesburgh.....	1873
Rochester and Ontario Belt .....	1882	Schenectady and Mechanicville.....	1867
Rochester and Pine Creek.....	1870	Schenectady and Ogdensburg ..	1872
Pochester and Pittsburg .....	1853	Schenectady and Ogdensburg Narrow	
Rochester and Pittsburg .....	1881	Gauge .....	1882
Rochester and Pittsburg .....	1882	Schenectady and Susquehanna.....	1846
Rochester and Southern .....	1852	Schenectady and Susquehanna.....	1869
Rochester and Southern .....	1881	Schenectady and Susquehanna.....	1870
Rochester State Line.....	1870	Schenectady and Troy.....	1836
Rochester and Syracuse.....	1850	Schenectady and Utica Railway.....	1865
Rochester Terminal.....	1886	Schoharie and Otsego.....	1832
Rochester and Windsor Beach Railway...	1881	Schoharie Street .....	1872
Rockaway Beach and Far Rockaway		Schoharie Valley .....	1865
Marine .....	1879	Schoharie Valley.....	1874
Rockaway Beach Railroad.....	1871	Schoharie Valley Railway.....	1880
Rockaway Beach Transit .....	1881	Schuylerville and Fort Edward .....	1870
Rockaway and Brooklyn.....	1863	Schuylerville and Moreau.....	1870
Rockaway Electric.....	1885	Schuylerville and Upper Hudson .....	1869
Rockaway Elevated.....	1878	Schuylerville and Upper Hudson .....	1872
Rockaway Railway .....	1871	Scottsville and Canandaigua .....	1838
Rockaway Surf .....	1880	Scottsville and LeRoy.....	1836
Rockaway Village.....	1886	Sea Beach and Brighton .....	1886
Rockland Central.....	1870	Sea Beach and Sheepshead Bay .....	1886
Rockland Central Extension .....	1872	Sea Breeze Avenue.....	1881
Rockland Lake.....	1885	Sea Cliff Inclined Cable.....	1885
Rockland Lake and Valley Cottage.....	1882	Sea Side Elevated.....	1890
Rome and Boonville.....	1882	Sea Side and Brooklyn Bridge Elevated...	1890
Rome and Carthage.....	1888	Sea Side Transit.....	1880
Rome City.....	1885	Sea View .....	1886
Rome and Clinton.....	1869	Sea View of Coney Island.....	1880
Rome and Port Ontario .....	1837	Second Avenue.....	1853
Rome Street .....	1874	Sedge Bank.....	1876
Rome and Sylvan Beach.....	1888	Seneca County .....	1891
Rome, Watertown and Ogdensburg.....	1860	Seneca Falls and Cayuga Lake.....	1886
Rome, Watertown and Ogdensburg Ter-		Seneca Falls, Restvale and Cayuga Lake	
terminal.....	1886	Street.....	1886
Rondout and Kingston.....	1863	Seneca Falls and Waterloo.....	1886
Rondout and Oswego .....	1866	Seneca Lake Branch.....	1868
Rondout and Port Jervis Railroad.....	1865	Seventh Ward Railway.....	1886
Rondout Valley .....	1890	Sharon and Root.....	1838
Roslyn and Huntington.....	1874	Sheepshead Bay and Coney Island.....	1877
Rutland and Whitehall .....	1836	Sheepshead Bay and Sea Shore.....	1865
Rye Lake .....	1874	Silver Creek and Dunkirk.....	1890
Rye and Westchester .....	1871	Silver Lake.....	1870



Name of road.	When formed.	Name of road.	When formed.
Silver Lake.....	1877	Syracuse and Geddes.....	1863
Sixth Avenue.....	1851	Syracuse, Geneva and Corning.....	1875
Skaneateles.....	1836	Syracuse, Geneva and Corning.....	1885
Skaneateles.....	1886	Syracuse Junction.....	1873
Skaneateles and Jordan.....	1841	Syracuse Mineral Springs.....	1867
Smithtown and Port Jefferson.....	1870	Syracuse Northern.....	1868
Sodus Bay and Corning.....	1872	Syracuse and Northern.....	1875
Sodus Bay, Corning and New York.....	1870	Syracuse and Northwestern.....	1869
Sodus Bay and Southern.....	1883	Syracuse and Northwestern.....	1874
Sodus Point and Southern.....	1852	Syracuse and Onondaga.....	1836
South Beach.....	1889	Syracuse and Onondaga.....	1863
South Avenue Surface.....	1890	Syracuse and Ontario.....	1882
South Brooklyn.....	1878	Syracuse, Ontario and New York.....	1883
South Brooklyn and Bergen Street.....	1863	Syracuse and Oneida Lake.....	1891
South Brooklyn and Flatbush.....	1866	Syracuse, Phoenix and Ontario.....	1883
South Brooklyn Central.....	1877	Syracuse, Phoenix and Oswego.....	1872
South Brooklyn Central.....	1887	Syracuse, Phoenix and Oswego.....	1885
South Brooklyn Railroad and Terminal..	1887	Syracuse, Phoenix and Oswego.....	1886
South Brooklyn Street.....	1886	Syracuse and Rochester Direct.....	1850
South Brooklyn and Park.....	1870	Syracuse and South Bay.....	1886
South Cairo and East Durham.....	1881	Syracuse and Southern.....	1856
South Ferry.....	1874	Syracuse and Southwestern.....	1876
South Ferry and Prospect Park.....	1874	Syracuse and Southwestern.....	1877
South Ferry Railroad Company.....	1889	Syracuse Stone.....	1836
South Ferry and Sea Side Direct Transit.	1881	Syracuse and Utica.....	1836
South Park.....	1889	Syracuse, Union Street.....	1888
Southern Boulevard.....	1885	Syracuse, Utica Direct.....	1853
Southern Central.....	1866	Tenth Avenue and Grand Street.....	1860
Southern Hempstead Branch.....	1875	Terminal Underground.....	1886
Southern of Long Island.....	1874	Terminal Union.....	1889
Southern Westchester.....	1871	Third Avenue.....	1853
Southfield Branch.....	1868	Third Avenue and Fordham.....	1861
South Side Connection.....	1868	Third Street (Newburgh).....	1887
South Side of Long Island.....	1861	Third Ward Railway.....	1886
Speers' Quick Transit.....	1879	Thirty-eighth and Thirty-ninth Streets	
Springville and Sardinia.....	1878	Crosstown.....	1884
Spuyten Duyvil and Port Morris.....	1867	Thirty-first Street.....	1885
Squaw Island.....	1884	Thirty-fourth Street.....	1884
State Line and Eastern.....	1879	Thirty-fourth St. Ferry and Eleventh	
State Line and Stony Point.....	1886	Avenue.....	1885
Staten Island.....	1836	Thirty-Second Street.....	1880
Staten Island.....	1852	Tillie Foster Minc.....	1889
Staten Island.....	1873	Ticonderoga.....	1889
Staten Island Belt Line.....	1887	Tioga and Erie.....	1866
Staten Island Central.....	1871	Tioga and Savonia.....	1875
Staten Island Horse.....	1866	Tonawanda.....	1832
Staten Island Northern.....	1886	Tonawanda, Genesee Valley and Pine	
Staten Island North and South Shore.....	1881	Creek.....	1882
Staten Island Rapid Transit.....	1880	Tonawanda Electric.....	1890
Staten Island Sea Beach.....	1889	Tonawanda Street.....	1890
Staten Island Shore.....	1864	Tonawanda Valley.....	1880
Staten Island Shore.....	1869	Tonawanda Valley and Cuba.....	1881
Staten Island Terminal.....	1883	Tonawanda Valley and Cuba.....	1881
Steinway (Long Island City).....	1892	Tonawanda Valley Extension.....	1881
Steinway Avenue and Bowery Bay.....	1883	Tonawanda, Wiscoy and Genesee Valley..	1882
Steinway and Hunter's Point.....	1874	Transit.....	1872
Steinway and Hunter's Point.....	1883	Trenton and Sacketts Harbor....	1837
Sterling Mountain.....	1864	Troy and Albia.....	1866
Stillwater and Mechanicville.....	1882	Troy and Averil Park.....	1886
St. Lawrence.....	1892	Troy and Bennington.....	1851
St. Lawrence and Adirondack.....	1891	Troy and Boston.....	1849
St. Regis and Salmon River.....	1892	Troy and Chatham.....	1882
Stony Clove and Catskill Mountain.....	1881	Troy City.....	1867
Suburban Rapid Transit.....	1875	Troy and Cohoes.....	1862
Suburban Traction.....	1892	Troy and Greenbush.....	1845
Suspension Bridge and Erie Junction.....	1868	Troy and Lansingburgh.....	1860
Syracuse.....	1886	Troy and Lansingburgh.....	1880
Syracuse and Baldwinsville.....	1886	Troy and New England.....	1889
Syracuse and Binghamton.....	1857	Troy and Rutland.....	1849
Syracuse, Binghamton and New York....	1857	Troy and Saratoga.....	1871
Syracuse, Binghamton and New York....	1885	Troy, Saratoga and Northern.....	1886
Syracuse Branch New York, Utica and		Troy and Stockbridge.....	1836
Ogdensburg.....	1871	Troy and Susquehanna.....	1871
Syracuse and Chenango.....	1873	Troy Turnpike and Railroad.....	1831
Syracuse and Chenango Valley.....	1868	Troy Union.....	1851
Syracuse, Chenango and New York.....	1877	Troy and Utica.....	1853
Syracuse Connecting Railway.....	1866	Tunnel Extension.....	1882
Syracuse Consolidated Street.....	1890	Twenty-eighth and Thirtieth Street.....	1884
Syracuse, Cortland and Binghamton.....	1836	Twenty-eighth and Twenty-ninth Streets	
Syracuse, Eastwood Heights and DeWitt..	1889	Crosstown.....	1885
Syracuse Electric.....	1890	Twenty-third Street.....	1869
Syracuse, Fayetteville and Manlius.....	1867	Twenty-third Street.....	1872



Name of road.	When formed.	Name of road.	When formed.
Twenty-third Street District Railway.....	1885	Washington Street and State Asylum ....	1872
Tyrone and Geneva .....	1837	Water and Clinton Street.....	1873
Ulster County.....	1836	Waterford and Cohoes.....	1863
Ulster and Delaware.....	1875	Waterford and Cohoes.....	1883
Unadilla and Schoharie .....	1836	Watertown and Brownville Street ...	1890
Unadilla Valley.....	1890	Watertown and Cape Vincent .....	1836
Union .....	1851	Watertown and Rome.....	1832
Union (Buffalo).....	1869	Watertown Street Railway.....	1887
Union Electric of Saratoga.....	1890	Watervliet and Schenectady.....	1836
Union Elevated.....	1886	Watervliet Turnpike and Railroad.....	1862
Union Passenger Railway and Transpor- tation Company of New York.....	1885	Watkins and Havana Street. ....	1872
Union Pneumatic Railway .....	1867	Waverly and State Line.....	1867
Union Railroad Company.....	1857	Wellsville, Bolivar and Eldred.....	1881
Union Street .....	1890	Wellsville, Coudersport and Pine Creek...	1882
Union of the City of Brooklyn .....	1884	Wellsville and Fillmore.....	1882
Union (Syracuse) .....	1852	Wellsville, Honeoye and Ceres.....	1882
Union and Syracuse Straight Line.....	1852	West Brooklyn .....	1887
Union Terminal of the City of Buffalo....	1884	West Brooklyn Electric.....	1890
Union Village and Johnsonville.....	1867	West Davenport.....	1891
Union (of Westchester).....	1859	Westchester.....	1863
United States and Canada .....	1883	Westchester County .....	1856
United States and Canada .....	1888	Westchester County .....	1878
United States Harvey-way Construction Company.....	1882	Westchester County .....	1884
Upper Hudson .....	872	Westchester County and New York City,	1860
Up-town Fifth Avenue.....	1885	Westchester Electric.....	1891
Utica, Adirondack and Saratoga.....	1888	Westchester and Putnam.....	1891
Utica Belt Line.....	1886	Westchester Railway .....	1881
Utica and Binghamton.....	1853	West End and Glenwood.....	1876
Utica and Black River.....	1861	West Farms and Westchester Traction ...	1892
Utica and Black River.....	1883	Western New York and Pennsylvania ....	1837
Utica and Black River.....	1886	Westfield and Chautauqua.....	1886
Utica, Chenango and Cortland.....	1870	Westport and Kingdom.....	1868
Utica, Chenango and Susquehanna Valley	1866	West Shore.....	1863
Utica City.....	1862	West Shore.....	1885
Utica, Clinton and Binghamton.....	1868	West Shore Hudson River .....	1868
Utica and Deerfield Street .....	1871	West Shore and International Bridge....	1882
Utica and Fair-ground .....	1875	West Side .....	1854
Utica, Georgetown and Elmira .....	1870	West Side .....	1887
Utica, Horseheads and Elmira .....	1870	West Side (Elmira).....	1891
Utica and Illion Narrow Gauge .....	1877	West Side Elevated Patent Railway.....	1868
Utica, Ithaca and Elmira.....	1872	West Side (New York).....	1892
Utica, Ithaca and Elmira Railway Co....	1878	West Side of Rochester.....	1887
Utica and Mohawk .....	1874	West Side and Yonkers Patent.....	1866
Utica and Mohawk (Street).....	1869	West Troy and Green Island.....	1870
Utica and Schenectady.....	1833	West Water Street.....	1890
Utica and Susquehanna. ....	1832	Williamsport and Binghamton.....	1887
Utica and Syracuse Air Line.....	1880	Wilson Terminal.....	1889
Utica and Syracuse Railway.....	1865	Wharton Valley.....	1888
Utica and Unadilla Valley .....	1888	Whitehall and Plattsburgh ...	1853
Utica and Waterville.....	1854	Whitehall and Plattsburgh.....	1866
Utica and Waterville.....	1867	Whitehall and Rutland.....	1833
Valatia and Kinderhook Street .....	1889	Whitestone and Westchester.....	1872
Van Nest, West Farms and Westchester Traction.....	1892	Williamsbridge, Woodlawn and West chester .....	1891
Valley.....	1869	Williamsbridge and Westchester Traction	1892
Van Brunt Street and Erie Basin.....	1861	Williamsburgh and Coney Island.....	1864
Wakefield and Westchester Traction....	1892	Williamsburgh and Flatbush .....	1866
Wall Street Ferry.....	1888	Williamsburgh and Newtown.....	1866
Wallkill Valley .....	1877	Williamsport and Elmira .....	1850
Wallkill Valley Railway.....	1846	Williamstown and Redfield .....	1865
Warren County.....	1832	Windsor Beach and Ontario.....	1887
Warren, Sugar Grove and Mayville .....	1885	Woodlawn and Butternut.....	1886
Warsaw and Le Roy .....	1854	Yates Avenue and Flatbush.....	1880
Warwick .....	1837	Yonkers .....	1873
Warwick Valley .....	1860	Yonkers .....	1885
Washington Bridge, Tremont and West- chester .....	1890	Yonkers, Mt. Vernon, Pelham and New Rochelle.....	1891
Washington County.....	1887	Yonkers and New York.....	1864
Washington County Central.....	1855	Yonkers Rapid Transit.....	1879
Washington Street, Asylum and Park....	1887	Yonkers Street... ..	1886
		Youngstown and Buffalo.....	1888

# LAWS APPLICABLE TO RAILROAD COMPANIES.

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[COMPILED BY THE BOARD OF RAILROAD COMMISSIONERS.]

FIRST—CHAPTER 95, LAWS OF 1890, KNOWN AS THE  
“CONDEMNATION LAW.”

SECOND—CHAPTER 563, LAWS OF 1890, KNOWN AS THE  
“GENERAL CORPORATION LAW.”

THIRD—CHAPTER 564, LAWS OF 1890, KNOWN AS THE  
“STOCK CORPORATION LAW.”

FOURTH—CHAPTER 565, LAWS OF 1890, KNOWN AS THE  
“RAILROAD LAW.”

INCLUDING ALL AMENDMENTS TO SAID LAWS MADE BY  
THE LEGISLATURES OF 1891 AND 1892.

(Of the above-named acts the first went into effect May 1, 1890; the other three went into effect May 1, 1891.)

To these are appended such other laws of a general character, applicable to railroad companies and the management of their roads, as were in effect prior to May 1, 1891, and which are not in terms repealed by the provisions of any of the above-mentioned acts; including certain acts relative to “Town-Bonding” and “Taxation,” contained in the compilation of laws heretofore published by the Board in volume 1 of its annual report. To the above have also been added the Rapid Transit Act (so-called), being chapter 4, Laws of 1891, and the Interstate Commerce Act (so called).



## Chapter twenty-three of the Code of Civil Procedure.

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### CHAPTER 95, LAWS OF 1890.

AN ACT to amend the Code of Civil Procedure.

SUPPLEMENTAL PROVISIONS.

#### TITLE I.

PROCEEDINGS FOR THE CONDEMNATION OF REAL PROPERTY.

SECTION 3357. **Condemnation law.**—This title shall be known as the condemnation law.

§ 3358. **Terms used defined.**—The term “person,” when used herein, includes a corporation, joint stock association, the state and a political division thereof, as well as a natural person; the term “real property,” any right, interest or easement therein or appurtenance thereto; and the term “owner,” all persons having any estate, interest, or easement in the property to be taken, or any lien, charge or incumbrance thereon. The person instituting the proceedings shall be termed the plaintiff; and the person against whom the proceeding is brought, the defendant.

§ 3359. **Title to real estate, how acquired.**—Whenever any person is authorized to acquire title to real property, for a public use by condemnation the proceeding for that purpose shall be taken in the manner prescribed in this title.

§ 3360. **Petition to supreme court; petition, what to contain.**—The proceeding shall be instituted by the presentation of a petition by the plaintiff to the supreme court setting forth the following facts:

1. His name, place of residence, and the business in which engaged; if a corporation or joint stock association, whether foreign or domestic, its principal place of business within the state, the names and places of residence of its principal officers, and of its directors, trustees or board of managers, as the case may be, and the object or purpose of its incorporation or associations;\* if a political division of the state

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\* So in the original.

the names and places of residence of its principal officers; and if the state, the name and place of residence of the officer acting in its behalf in the proceeding.

2. A specific description of the property to be condemned and its location, by metes and bounds, with reasonable certainty.

3. The public use for which the property is required and a concise statement of the facts showing the necessity of its acquisition for such use.

4. The names and places of residence of the owners of the property; if an infant, the name and place of residence of his general guardian, if he has one, if not, the name and place of residence of the person with whom he resides; if a lunatic, idiot, or habitual drunkard, the name and place of residence of his committee or trustee, if he has one; if not, the name and place of residence of the person with whom he resides. If a non-resident, having an agent or attorney residing in the state authorized to contract for the sale of the property, the name and place of residence of such agent or attorney; if the name or place of residence of any owner can not after diligent inquiry be ascertained, it may be so stated with a specific statement of the extent of the inquiry which has been made.

5. That the plaintiff has been unable to agree with the owner of the property for its purchase and the reason of such inability.

6. The value of the property to be condemned.

7. A statement that it is the intention of the plaintiff, in good faith, to complete the work or improvement, for which the property is to be condemned; and that all the preliminary steps required by law have been taken to entitle him to institute the proceeding.

8. A demand for relief, that it may be adjudged that the public use requires the condemnation of the real property described, and that the plaintiff is entitled to take and hold such property for the public use specified, upon making compensation therefor, and that commissioners of appraisal be appointed to ascertain the compensation to be made to the owners for the property so taken.

§ 3361. **Notice of presentation of petition ; service of petition and notice.**— There must be annexed to the petition a notice of the time and place at which it will be presented to a special term of the supreme court, held in the judicial district where the property or some portion of it is situated, and a copy of the petition and notice must be served upon all the owners of the property at least eight days prior to its presentation.



§ 3362. **Service, how made.**—Service of the petition and notice must be made in the same manner as the service of a summons in an action in the supreme court is required to be made, and all the provisions of articles one and two of title one of chapter five of this act, which relate to the service of a summons, either personally or in any other way, and the mode of proving service, shall apply to the service of the petition and notice. If the defendant has an agent or attorney residing in this state, authorized to contract for the sale of the real property described in the petition, service upon such agent or attorney will be sufficient service upon such defendant. In case the defendant is an infant of the age of fourteen years or upwards, a copy of the petition and notice shall also be served upon his general guardian, if he has one, if not, upon the person with whom he resides.

§ 3363. **Duty of general guardian, committee or trustee ; court when to appoint guardian ad litem ; when attorney for defendant.**—If a defendant is an infant, idiot, lunatic or habitual drunkard, it shall be the duty of his general guardian, committee or trustee, if he has one, to appear for him upon the presentation of the petition and attend to his interests, and in case he has none, or in case his general guardian, committee or trustee fails to appear for him, the court shall, upon the presentation of the petition and notice, with proof of service, without further notice, appoint a guardian ad litem for such defendant, whose duty it shall be to appear for him and attend to his interest in the proceeding, and, if deemed necessary to protect his rights, the court may require a general guardian, committee or trustee, or a guardian ad litem to give security in such sum and with such sureties as the court may approve. If a service other than personal has been made upon any defendant, and he does not appear upon the presentation of the petition, the court shall appoint some competent attorney to appear for him and attend to his interests in the proceeding.

§ 3364. **Appearance of parties ; service of papers.**—The provisions of the law and of the rules and practice of the court, relating to the appearance of parties in person or by attorney in actions in the supreme court, shall apply to the proceeding from and after the service of the petition, and all subsequent orders, notices and papers may be served upon the attorney appearing and upon a guardian ad litem in the same manner and with the same effect as the service of papers in an action in the supreme court may be made.

§ 3365. **Answer to petition.** — Upon the presentation of the petition and notice with proof of service thereof, an owner of the property may appear and interpose an answer, which must contain a general or specific denial of each material allegation of the petition controverted by him, or of any knowledge or information thereof sufficient to form a belief, or a statement of new matter constituting a defense to the proceeding.

§ 3366. **Verification of petition and answer.** — A petition or answer must be verified, and the provisions of this act relating to the form and contents of the verification of pleadings in courts of record, and the persons by whom it may be made, shall apply to the verification.

§ 3367. **Trial of issue and decision thereon.** — The courts shall try any issue raised by the petition and answer at such time and place as it may direct, or it may order the same to be referred to a referee to hear and determine, and upon such trial the court or referee shall file a decision in writing, or deliver the same to the attorney for the prevailing party, within twenty days after the final submission of the proofs and allegations of the parties, and the provisions of this act relating to the form and contents of decisions upon the trial of issues of fact by the court or a referee, and to making and filing exceptions thereto, and the making and settlement of a case for the review thereof upon appeal, and to the proceedings which may be had, in case such decision is not filed or delivered within the time herein required, and to the powers of the court and referee upon such trial, shall be applicable to a trial and decision under this title.

§ 3368. **Provisions applicable.** — The provisions of title one of chapter eight of this act shall also apply to proceedings had under this title.

§ 3369. **Judgment, entry of; in favor of plaintiff; commissioners of appraisal, appointment of.** — Judgment shall be entered pursuant to the direction of the court or referee in the decision filed. If in favor of the defendant, the petition shall be dismissed with costs, to be taxed by the clerk at the same rates as are allowed of course to a defendant prevailing in an action in the supreme court, including the allowance for proceedings before and after notice of trial. If the decision is in favor of the plaintiff, or if no answer has been interposed and it appears from the



petition that he is entitled to the relief demanded, judgment shall be entered, adjudging that the condemnation of the real property described is necessary for the public use, and that the plaintiff is entitled to take and hold the property for the public use specified, upon making compensation therefor, and the court shall thereupon appoint three disinterested and competent freeholders, residents of the county where the real property or some part of it is situated, or of some adjoining county, commissioners to ascertain the compensation to be made to the owners for the property to be taken for the public use specified, and fix the time and place for the first meeting of the commissioners. If a trial has been had, at least eight days notice of such appointment must be given to all defendants who have appeared.

**§ 3370. Duty of commissioners; report; compensation.**

—The commissioners shall take and subscribe the constitutional oath of office. Any of them may issue subpoenas and administer oaths to witnesses; a majority of them may adjourn the proceedings before them, from time to time, in their discretion. Whenever they meet, except by appointment of the court or pursuant to adjournment, they shall cause at least eight days notice of such meeting to be given to the defendants who have appeared, or their agents or attorneys. They shall view the premises described in the petition, and hear the proofs and allegations of the parties, and reduce the testimony taken by them, if any, to writing, and after the testimony in each case is closed, they, or a majority of them, all being present, shall, without unnecessary delay ascertain and determine the compensation which ought justly to be made by the plaintiff to the owners of the property appraised by them; and, in fixing the amount of such compensation, they shall not make any allowance or deduction on account of any real or supposed benefits which the owners may derive from the public use, for which the property is to be taken, or the construction of any proposed improvement connected with such public use. But in case the plaintiff is a railroad corporation and such real property shall belong to any other railroad corporation, the commissioners on fixing the amount of such compensation, shall fix the same at its fair value for railroad purposes. They shall make a report of their proceedings to the supreme court with the minutes of the testimony taken by them, if any; and they shall each be entitled to six dollars for services, for every day they are actually engaged in the performance of their duties, and their necessary expenses, to be paid by the plaintiff.

§ 3371. **Confirmation of report ; rehearing before commissioners ; final order ; deposit of money deemed payment.**— Upon filing the report of the commissioners, any party may move for its confirmation at a special term, held in the district where the property or some part of it is situated, upon notice to the other parties who have appeared, and upon such motion, the court may confirm the report, or may set it aside for irregularity, or for error of law in the proceedings before the commissioners, or upon the ground that the award is excessive or insufficient. If the report is set aside, the court may direct a rehearing before the same commissioners, or may appoint new commissioners for that purpose, and the proceedings upon such rehearing shall be conducted in the manner prescribed for the original hearing, and the same proceedings shall be had for the confirmation of the second report, as are herein prescribed for the confirmation of the first report. If the report is confirmed, the court shall enter a final order in the proceedings, directing that compensation shall be made to the owners of the property, pursuant to the determination of the commissioners, and that upon payment of such compensation, the plaintiff shall be entitled to enter into the possession of the property condemned, and take and hold it for the public use specified in the judgment. Deposit of the money to the credit of, or payable to the order of the owner, pursuant to the direction of the court, shall be deemed a payment within the provisions of this title.

§ 3372. **Offer to purchase by plaintiff ; notice of acceptance of offer ; costs and allowances.**— In all cases where the owner is a resident and not under legal disability to convey title to real property the plaintiff, before service of his petition and notice, may make a written offer to purchase the property at a specified price, which must within ten days thereafter be filed in the office of the clerk of the county where the property is situated ; and which can not be given in evidence before the commissioners ; or considered by them. The owner may at the time of the presentation of the petition, or at any time previously, serve notice in writing of the acceptance of plaintiff's offer, and thereupon the plaintiff may, upon filing the petition, with proof of the making of the offer and its acceptance, enter an order that upon payment of the compensation agreed upon, he may enter into possession of the real property described in the petition, and take and hold it for the public use therein specified. If the offer is not accepted, and the compensation awarded by the commissioners does not exceed the amount of the offer with interest from the time it was made, no costs



shall be allowed to either party. If the compensation awarded shall exceed the amount of the offer with interest from the time it was made, or if no offer was made, the court shall, in the final order, direct that the defendant recover of the plaintiff the costs of the proceeding, to be taxed by the clerk at the same rate as is allowed, of course, to the defendant when he is the prevailing party in an action in the supreme court, including the allowances for proceedings before and after notice of trial and the court may also grant an additional allowance of costs, not exceeding five per centum upon the amount awarded. The court shall also direct in the final order what sum shall be paid to the general or special guardian, or committee or trustee of an infant, idiot, lunatic or habitual drunkard, or to an attorney appointed by the court to attend to the interests of any defendant upon whom other than personal service of the petition and notice may have been made, and who has not appeared, for costs, expenses and counsel fees, and by whom or out of what fund the same shall be paid. If a trial has been had, and all the issues determined in favor of the plaintiff, costs of the trial shall not be allowed to the defendant, but the plaintiff shall recover of any defendant answering the costs of such trial caused by the interposition of the unsuccessful defense, to be taxed by the clerk at the same rate as is allowed to the prevailing party for the trial of an action in the supreme court.

§ 3373. **Compensation awarded, etc., to be docketed as a judgment; delivery of possession; issue of writ of assistance.**— Upon the entry of the final order, the same shall be attached to the judgment roll in the proceedings, and the amount directed to be paid, either as compensation to the owners, or for the costs or expenses of the proceedings, shall be docketed as a judgment against the person who is directed to pay the same, and it shall have all the force and effect of a money judgment in an action in the supreme court, and collection thereof may be enforced by execution and by the same proceedings as judgments for the recovery of money in the supreme court may be enforced under the provisions of this act. When payment of the compensation awarded, and costs of the proceeding, if any, has been made, as directed in the final order, and a certified copy of such order has been served upon the owner, he shall upon demand of the plaintiff, deliver possession thereof to him, and in case possession is not delivered when demanded, the plaintiff may apply to the court without notice, unless the court shall require notice to be given, upon proof of such payment and of service of the copy order, and of the demand and non-compliance therewith, for a writ of

assistance, and the court shall thereupon cause such writ to be issued, which shall be executed in the same manner as when issued in other cases for the delivery of possession of real property.

§ 3374. **Abandonment of proceedings by plaintiff.**— Within thirty days after the entry of the final order the plaintiff may abandon the proceedings, by filing and serving a written notice of his determination to do so, and paying the fees and expenses of the commissioners, and the costs and expenses directed to be paid in such order; and thereupon payment of the amount awarded for compensation shall not be enforced, but in such case the plaintiff shall not renew proceedings to acquire title to such lands or any part thereof without a tender or deposit in court of the amount of the award and interest thereon.

§ 3375. **Appeal from final order; stay of proceedings.**— Appeal may be taken to the general term of the supreme court from the final order, within the time provided for appeals from orders by title four of chapter twelve of this act; and all the provisions of such chapter relating to appeals to the general term from orders of the special term shall apply to such appeals. Such appeal will bring up for review all the proceedings subsequent to the judgment, but the judgment and proceedings antecedent thereto may be reviewed on such appeal, if the appellant states in his notice that the same will be brought up for review, and exceptions shall have been filed to the decision of the court or the referee, and a case or a case and exceptions shall have been made, settled and allowed, as required by the provisions of this act, for the review of the trial of actions in the supreme court without a jury. The proceedings of the plaintiff shall not be stayed upon such an appeal, except by order of the court, upon notice to him, and the appeal shall not effect his possession of the property taken, and the appeal of a defendant shall not be heard except on his stipulation not to disturb such possession.

§ 3376. **Appeal from judgment in favor of defendant.**— If a trial has been had and judgment entered in favor of the defendant, the plaintiff may appeal therefrom to the general term within the time provided for appeals from judgments by title four of chapter twelve of this act, and all the provisions of such chapter relating to appeals from judgments shall apply to such appeals; and on the hearing of the appeal the general term may affirm, reverse or modify the judgment, and in case of reversal may grant a new trial, or direct that judgment be entered in favor of the plaintiff. If the judgment is affirmed, costs shall be allowed to the respondent, but if reversed or modified, no costs of the appeal shall be allowed to either party.



§ 3377. **New appraisal.**— On the hearing of the appeal from the final order the court may direct a new appraisal before the same or new commissioners in its discretion, and the report of such commissioners shall be final and conclusive upon all parties interested. If the amount of the compensation to be paid is increased by the last report, the difference shall be a lien upon the land appraised, and shall be paid to the parties entitled to the same, or shall be deposited as the court shall direct; and if the amount is diminished, the difference shall be refunded to the plaintiff by the party to whom the same may have been paid, and judgment therefor may be rendered by the court, on the filing of the last report, against the parties liable to pay the same.

§ 3378. **Adverse and conflicting claimants to money.**— If there are adverse and conflicting claimants to the money, or any part of it, to be paid as compensation for the property taken, the court may direct the money to be paid into the court by the plaintiff, and may determine who is entitled to the same, and direct to whom the same shall be paid, and may, in its discretion, order a reference to ascertain the facts on which such determination and direction are to be made.

§ 3379. **Power of court to prevent disturbance of possession.**— At any stage of the proceeding the court may authorize the plaintiff, if in possession of the property sought to be condemned, to continue in possession, and may stay all actions or proceedings against him on account thereof, upon giving security, or depositing such sum of money as the court may direct to be held as security for the payment of the compensation which may be finally awarded to the owner therefor and the costs of the proceeding, and in every such case the owner may conduct the proceeding to a conclusion, if the plaintiff delays or neglects to prosecute the same.

§ 3380. **Entry upon the use of property after answer has been interposed.**— When an answer to the petition has been interposed, and it appears to the satisfaction of the court that the public interests will be prejudiced by delay, it may direct that the plaintiff be permitted to enter immediately upon the real property to be taken, and devote it temporarily to the public use specified in the petition, upon depositing with the court the sum stated in the answer as the value of the property, and which sum shall be applied, so far as it may be necessary for that purpose, to the payment of the award that may be made, and the cost and expenses of the proceeding, and the residue, if any,

returned to the plaintiff, and in case the petition should be dismissed, or no award should be made, or the proceedings should be abandoned by the plaintiff, the court shall direct that the money so deposited, so far as it may be necessary, shall be applied to the payment of any damages which the defendant may have sustained by such entry upon and use of his property, and his costs and expenses of the proceeding, such damages to be ascertained by the court, or a referee to be appointed for that purpose, and if the sum so deposited shall be insufficient to pay such damages, and all costs and expenses awarded to the defendant, judgment shall be entered against the plaintiff for the deficiency, to be enforced and collected in the same manner as a judgment in the supreme court; and the possession of the property shall be restored to the defendant.

§ 3381. **Notice of pendency of proceedings ; effect thereof ; duty of county clerk.**— Upon service of the petition, or at any time afterwards before the entry of the final order, the plaintiff may file in the clerk's office of each county where any part of the property is situated, a notice of the pendency of the proceeding, stating the names of the parties, and the object of the proceeding, and containing a brief description of the property affected thereby, and from the time of filing such notice shall be constructive notice to a purchaser, or incumbrancer of the property affected thereby, from or against a defendant with respect to whom the notice is directed to be indexed as herein prescribed, and a person whose conveyance or incumbrance is subsequently executed or subsequently recorded, is bound by all proceedings taken in the proceeding after the filing of the notice to the same extent as if he was a party thereto. The county clerk must immediately record such notice when filed in the book in his office kept for the purpose of recording notices of pendency of actions, and index it to the name of each defendant specified in the direction appended at the foot of the notice, and subscribed by the plaintiff or his attorney.

§ 3382. **Power of court to make all necessary orders, etc.**— In all proceedings under this title, where the mode or manner of conducting all or any of the proceedings therein is not expressly provided for by law, the court before whom such proceedings may be pending, shall have the power to make all necessary orders and give necessary directions to carry into effect the object and intent of this title, and of the several acts conferring authority to condemn lands for public use, and the practice in such cases shall conform, as near as may be, to the ordinary practice in such court.



§ 3383. **Repeal.**—So much of all acts and parts of acts as prescribe a method of procedure in proceedings for the condemnation of real property for a public use is repealed, except such acts and parts of acts as prescribe a method of procedure for the condemnation of real property for public use as a highway, or as a street, avenue, or public place in an incorporated city or village, or as may prescribe methods of procedure for such condemnation for any public use for, by, on behalf, on the part, or in the name of the corporation of the city of New York, known as the mayor, aldermen, and commonalty of the city of New York, or by whatever name known, or by or on the application of any board, department, commissioners or other officers acting for or on behalf or in the name of such corporation or city, or where the title to the real property so to be acquired vests in such corporation or in such city; and all proceedings for the condemnation of real property embraced within the exceptions enumerated in this section are exempted from the operation of this title. (Thus amended by chap. 247, Laws of 1890.)

§ 3384. **Title, when to take effect.**—This title shall take effect on the first day of May, one thousand eight hundred and ninety, and shall not affect any proceeding previously commenced.

## TITLE II.

### PROCEEDINGS FOR THE SALE OF CORPORATE REAL PROPERTY.

SECTION 3390. **Proceedings on application to sell, mortgage, etc., property.**—Whenever any corporation or joint stock association is required by law to make application to the court for leave to mortgage, lease or sell its real estate, the proceeding therefor shall be had pursuant to the provisions of this title.

§ 3391. **Petition to court; petition, what to contain; verification.**—The proceedings shall be instituted by the presentation to the supreme court of the district or the county court of the county where the real property, or some part of it, is situated, by the corporation or association, applicant, of a petition setting forth the following facts:

1. The name of the corporation or association, and of its directors, trustees or managers, and of its principal officers, and their places of residence.

2. The business of the corporation or association, or the object or purpose of its incorporation or formation, and a reference to the statute under which it was incorporated or formed.

3. A description of the real property to be sold, mortgaged or leased, by metes and bounds, with reasonable certainty.

4. That the interests of the corporation or association will be promoted by the sale, mortgage or lease, of the real property specified, and a concise statement of the reasons therefor.

5. That such sale, mortgage or lease has been authorized, by a vote of at least two-thirds of the directors, trustees or managers of the corporation or association, at a meeting thereof, duly called and held, and a copy of the resolution granting such authority.

6. The market value of the remaining real property of the corporation or association, and the cash value of its personal assets, and the total amount of its debts and liabilities, and how secured, if at all.

7. The application proposed to be made of the moneys realized from such sale, mortgage or lease.

8. Where the consent of the shareholders, stockholders or members of the corporation or association, is required by law to be first obtained, a statement that such consent has been given, and a copy of the consent or a certified transcript of the record of the meeting at which it was given shall be annexed to the petition.

9. A demand for leave to mortgage, lease or sell the real estate described.

The petition shall be verified in the same manner as a verified pleading in an action in a court of record.

§ 3392. **Hearing of application.** — Upon presentation of the petition, the court may immediately proceed to hear the application, or it may, in its discretion, direct that notice of the application shall be given to any person interested therein, as a member, stockholder, officer or creditor of the corporation or association, or otherwise, in which case the application shall be heard at the time and place specified in such notice, and the court may in any case appoint a referee to take the proofs and report the same to the court, with his opinion thereon.

§ 3393. **Court may grant application; appearance on hearing.** — Upon the hearing of the application, if it shall appear, to the satisfaction of the court, that the interests of the corporation or association will be promoted thereby, an order may be granted authorizing it to sell, mortgage or lease the real property described in the petition, or any part thereof, for such sum, and upon such terms as the court may prescribe, and directing what disposition shall be made of the proceeds of such sale, mortgage or lease.



Any person, whose interests may be affected by the proceeding, may appear upon the hearing and show cause why the application should not be granted.

§ 3394. **Notices to creditors on application of insolvent corporation, etc.** — If the corporation or association is insolvent, or its property and assets are insufficient to fully liquidate its debts and liabilities, the application shall not be granted, unless all the creditors of the corporation have been served with a notice of the time and place at which the application will be heard.

§ 3395. **Service of notices.** — Service of notices, provided for in this title, may be made either personally or, in case of absence, by leaving the same at the place of residence of the person to be served, with some person of mature age and discretion, at least eight days before the hearing of the application, or by mailing the same, duly enveloped and addressed and postage paid, at least sixteen days before such hearing.

§ 3396. **Power of court to make all necessary orders.** — In all applications made under this title, where the mode or manner of conducting any or all of the proceedings thereon are not expressly provided for, the court before whom such application may be pending, shall have the power to make all the necessary orders and give the proper directions to carry into effect the object and intent of this title, or of any act authoring the sale of corporate real property, and the practice in such cases shall conform, as near as may be, to the ordinary practice in such court.

§ 3397. **Title, when to take effect.** — This title shall take effect May first, one thousand eight hundred and ninety, and shall not affect any proceeding previously commenced.

## CHAP. 687.

AN ACT to amend the general corporation law.

The general corporation law is amended to read as follows, to take effect immediately :

## CHAPTER XXXV OF THE GENERAL LAWS.

## THE GENERAL CORPORATION LAW.

- SECTION** 1. Short title.
2. Classification of corporations.
3. Definitions.
4. Qualifications of incorporators.
5. Filing and recording certificates of incorporation.
6. Corporations of the same name prohibited.
7. Amended and supplemental certificates.
8. Lost or destroyed certificates.
9. Certificate and other papers as evidence.
10. Prohibition of other than statutory powers.
11. Grant of general powers.
12. Limitation of amount of property of a non-stock corporation.
13. Acquisition of additional real property.
14. Acquisition of property in other states.
15. Certificate of authority of a foreign corporation.
16. Proof to be filed before granting certificate.
17. Acquisition of real property in this state by certain foreign corporations.
18. Acquisition by foreign corporations of real property in this state upon judicial sales.
19. Prohibition of banking powers.
20. Qualification of members as voters.
21. Proxies.
22. Challenges.
23. Effect of failure to elect directors.
24. Mode of calling special election of directors.
25. Mode of conducting special election of directors.
26. Qualification of voters and canvass of votes at special elections.
27. Powers of supreme court respecting elections.
28. Stay of proceedings in actions collusively brought.
29. Quorum of directors and power of majority.
30. Directors as trustees in case of dissolution.



**SECTION 31. Forfeiture for non-user.**

32. Extension of corporate existence.
33. Conflicting corporate laws.
34. Laws repealed.
35. Saving clause.
36. Construction.
37. Law revived.

**SECTION 1. Short title.**—This chapter shall be known as the general corporation law.

**§ 2. Classification of corporations.**—A corporation shall be either,

1. A municipal corporation,
2. A stock corporation,
3. A non-stock corporation, or
4. A mixed corporation.

A stock corporation shall be either,

1. A monied corporation,
2. A transportation corporation, or
3. A business corporation.

A non-stock corporation shall be either,

1. A religious corporation, or
2. A membership corporation.

A mixed corporation shall be either,

1. A cemetery corporation,
2. A library corporation,
3. A co-operative corporation,
4. A board of trade corporation, or
5. An agricultural and horticultural corporation.

A transportation corporation shall be either,

1. A railroad corporation, or
2. A transportation corporation other than a railroad corporation.

A membership corporation shall include benevolent orders and fire and soldiers' monument corporations.

A reference in a general law to a class of corporations described in accordance with this classification shall include all corporations theretofore formed belonging to such class.

**§ 3. Definitions.**—A municipal corporation includes a county, town, school district, village and city and any other territorial division of the state established by law with powers of local government.

A stock corporation is a corporation having capital stock divided into shares.

A mixed corporation is a corporation which may or may not have capital stock at its option.

A monied corporation is a corporation formed under or subject to the banking or the insurance law.

A domestic corporation is a corporation incorporated by or under the laws of the state or colony of New York. Every corporation, which is not a domestic corporation, is a foreign corporation.

The term, directors, when used in relation to corporations, shall include trustees or other persons, by whatever name known, duly appointed or designated to manage the affairs of the corporation.

The term, certificate of incorporation, shall include articles of association or any other written instruments required by law to be filed, to effect the incorporation of a corporation, including a certified copy of an original certificate of incorporation filed for such purpose in pursuance of law.

The term, member of a corporation, shall include every person having a right to vote at a meeting of the corporation for the election of directors, other than a person having a right to vote only upon a proxy.

The term, office of a corporation, means its principal office within the state, or principal place of business within the state if it has no principal office therein. The office of a stock corporation shall be in the county, town or city in which its business is principally carried on.

The term, business of a corporation, when used with reference to a non-stock corporation, includes the operations for the conduct of which it is incorporated.

The term, corporate law or laws, when used in any law forming a part of the revision of the general laws of the state of which this chapter is a part, means the general laws of the state relating to corporations included in such revision.

§ 4. **Qualification of incorporators.**—A certificate of incorporation must be executed by natural persons, who must be of full age, and at least two-thirds of them must be citizens of the United States and a majority of them residents of this state.

This section shall not apply to a corporation formed by the re-incorporation or consolidation of existing corporations, or to the re-organization of a corporation upon the sale of the property and franchises of a previously existing corporation or otherwise.

§ 5. **Filing and recording certificates of incorporation.**—Every certificate of incorporation and amended or supplemental cer-



tificate hereafter executed, except of a religious, cemetery, monied, municipal or fire department corporation, shall be filed in the office of the secretary of state, and shall be by him duly recorded and indexed in books specially provided therefor; and a certified copy of such certificate or amended or supplemental certificate with a certificate of the secretary of state of such filing and record, or a duplicate original of such certificate or amended or supplemental certificate shall be filed and similarly recorded and indexed in the office of the clerk of the county in which the office of the corporation is to be located, or, if it be a non-stock corporation, and such county be not determined upon at the time of executing the certificate of incorporation, in such county clerk's office as the judge approving the certificate shall direct.

All taxes required by law to be paid before or upon incorporation and the fees for filing and recording such certificate must be paid before filing. No corporation shall exercise any corporate powers or privileges until such taxes and fees have been paid.

§ 6. **Corporations of the same name prohibited.**—No certificate of incorporation of a proposed corporation having the same name as an existing domestic corporation, or a name so nearly resembling it as to be calculated to deceive, shall be filed or recorded in any office for the purpose of effecting its incorporation.

A corporation formed by the re-incorporation, re-organization or consolidation of other corporations or upon the sale of the property or franchises of a corporation, may have the same name as the corporation or one of the corporations to whose franchises it has succeeded.

§ 7. **Amended and supplemental certificates.**—If in the original or amended certificate of incorporation of any corporation, or if in a supplemental certificate of any corporation any informality exist, or if any such certificate contain any matter not authorized by law to be stated therein, or if the proof or acknowledgment thereof shall be defective, the incorporators or directors of the corporation may make and file an amended certificate correcting such informality or defect or striking out such unauthorized matter; and the certificate amended shall be deemed to be amended accordingly as of the date such amended certificate was filed, and upon the filing of such an amended certificate of incorporation, the corporation shall then for all purposes be deemed to be a corporation from the time of filing the original certificate.

The supreme court may, upon due cause shown, and proof made,

and upon notice to the attorney-general, and to such other persons as the court may direct, and upon such terms and conditions as it may impose, amend any certificate of incorporation which fails to express the true object and purpose of the corporation, so as to truly set forth such object and purpose.

When an amended or supplemental certificate is filed, an entry shall be made upon the margin of the index and record of the original certificate of the date and place of record of every such amended certificate.

The amendment of a certificate under this section shall be without prejudice to any pending action or proceeding, or to any rights previously accrued.

§ 8. **Lost or destroyed certificates.**—If either of the certificates of incorporation shall be lost or destroyed after filing, a certified copy of the other certificate may be filed in the place of the one so lost or destroyed and as of the date of its original filing, and such certified copy shall have the same force and effect as the original certificate had when filed.

§ 9. **Certificate and other papers as evidence.**—The certificate of incorporation of any corporation duly filed shall be presumptive evidence of its incorporation, and any amended certificate or other paper duly filed relating to the incorporation of any corporation, or its existence or management, and containing facts required by law to be stated therein, shall be presumptive evidence of the existence of such facts.

§ 10. **Prohibition of other than statutory powers.**—No corporation shall possess or exercise any corporate powers not expressly given by law or not necessary to the exercise of the powers so given.

§ 11. **Grant of general powers.**—Every corporation as such has power, though not specified in the law under which it is incorporated :

1. To have succession for the period specified in its certificate of incorporation or by law, and perpetually when no period is specified.

2. To have a common seal, and alter the same at pleasure.

3. To acquire by grant, gift, purchase, devise or bequest, to hold and to dispose of such property as the purposes of the corporation shall require, subject to such limitations as may be prescribed by law.

4. To appoint such officers and agents as its business shall require, and to fix their compensation, and

5. To make by-laws, not inconsistent with any existing law, for the management of its property, the regulation of its affairs, and the



transfer of its stock, if it has any. Such by-laws may also fix the amount of stock, which must be represented at meetings of the stockholders in order to constitute a quorum, unless otherwise provided by law. By-laws duly adopted at a meeting of the members of the corporation shall control the action of its directors.

No by-law regulating the election of directors or officers shall be valid unless published for at least two weeks in a newspaper in the county where the election is to be held, and at least thirty days before such election.

Subdivisions four and five of this section shall not apply to municipal corporations.

**§ 12. Limitations of amount of property of a non-stock corporation.**—A corporation not having capital stock may take and hold property not exceeding in value three million dollars, or the yearly income derived from which shall not exceed five hundred thousand dollars, notwithstanding the provisions of any general or special act heretofore passed or certificate of incorporation affecting such corporation.

In computing the value of such property, no increase in value arising otherwise than from improvements made thereon shall be taken into account.

**§ 13. Acquisition of additional real property.**—When any corporation shall have sold or conveyed any part of its real property, the supreme court may, notwithstanding any restriction of a general or special law, authorize it to purchase and hold from time to time other real property, upon satisfactory proof that the value of the property so purchased does not exceed the value of the property so sold and conveyed within the three years next preceding the application.

**§ 14. Acquisition of property in other states.**—Any domestic corporation transacting business in other states or foreign countries may acquire and dispose of such property as shall be requisite for such corporation in the convenient transaction of its business.

**§ 15. Certificate of authority of a foreign corporation.**—No foreign stock corporation other than a monied corporation, shall do business in this state without having first procured from the secretary of state a certificate that it has complied with all the requirements of law to authorize it to do business in this state, and that the business of the corporation to be carried on in this state is such as may be lawfully carried on by a corporation incorporated under the laws of this state for such or similar business, or, if more than one kind of

business, by two or more corporations so incorporated for such kinds of business respectively. The secretary of state shall deliver such certificate to every such corporation so complying with the requirements of law. No such corporation now doing business in this state shall do business herein after December 31, 1892, without having procured such certificate from the secretary of state, but any lawful contract previously made by the corporation may be performed and enforced within the state subsequent to such date. No foreign stock corporation doing business in this state without such certificate shall maintain any action in this state upon any contract made by it in this state until it shall have procured such certificate.

§ 16. **Proof to be filed before granting certificate.**—Before granting such certificate the secretary of state shall require every such foreign corporation to file in his office a sworn copy of its charter or certificate of incorporation, and a statement under its corporate seal, particularly setting forth the business or objects of the corporation which it is engaged in carrying on, or which it proposes to carry on, within the state, and a place within the state which is to be its principal place of business, and designating, in the manner prescribed in the Code of Civil Procedure, a person upon whom process against the corporation may be served within the state.

The person so designated must have an office or place of business at the place where such corporation is to have its principal place of business within the state. Such designation shall continue in force until revoked by an instrument in writing designating in like manner some other person upon whom process against the corporation may be served in this state

If the person so designated dies, or removes from the place where the corporation has its principal place of business within the state, and the corporation does not within thirty days after such death or removal, designate in like manner another person upon whom process against it may be served within the state, the secretary of state may revoke the authority of the corporation to do business within the state, and process against the corporation in an action upon any liability incurred within this state before such revocation may, after such death or removal and before another designation is made, be served upon the secretary of state. At the time of such service the plaintiff shall pay to the secretary of state two dollars, to be included in his taxable costs and disbursements, and the secretary of state shall forthwith mail a copy of such notice to such corporation, if its address or the address of any officer thereof is known to him.



§ 17. **Acquisition of real property in this state by certain foreign corporations.**—Any foreign corporation created under the laws of the United States, or of any state or territory thereof, and doing business in this state, may acquire such real property in this state as may be necessary for its corporate purposes in the transaction of its business in this state, and convey the same by deed or otherwise in the same manner as a domestic corporation.

§ 18. **Acquisition by foreign corporations of real property in this state upon judicial sales.**—Any foreign corporation may purchase at a sale upon the foreclosure of any mortgage held by it, or upon any judgment or decree for debts due it, or upon any settlement to secure such debts, any real property within this state covered by or subject to such mortgage, judgment, decree or settlement, and hold the same for not exceeding five years from the date of such purchase, and convey it by deed or otherwise, in the same manner as a domestic corporation.

§ 19. **Prohibition of banking powers.**—No corporation except a corporation formed under or subject to the banking laws, shall by any implication or construction be deemed to possess the power of carrying on the business of discounting bills, notes or other evidences of debt, of receiving deposits, of buying gold or silver bullion or foreign coins, or buying and selling bills of exchange, or shall issue bills, notes or other evidences of debt for circulation as money.

§ 20. **Qualification of members as voters.**—At every election of directors and meeting of the members of any corporation, every member who is not in default in the payment of his subscriptions upon his stock or disqualified by the by-laws, shall be entitled to one vote, if a non-stock corporation, and, if a stock corporation, to one vote for every share of stock held by him for ten days immediately preceding the election or meeting.

Every pledgor of stock standing in his name on the books of the corporation shall be deemed the owner thereof for the purposes of this section.

The certificate of incorporation of any stock corporation may provide that at all elections of directors of such corporation, each stockholder shall be entitled to as many votes as shall equal the number of his shares of stock multiplied by the number of directors to be elected, and that he may cast all of such votes for a single director or may distribute them among the number to be voted for, or any two or more of them as he may see fit, which right, when exercised,

shall be termed cumulative voting. The stockholders of a corporation heretofore formed, who, by the provisions of laws existing on April 30, 1891, were entitled to the exercise of such right, may hereafter exercise such right according to the provisions of this section.

No person shall vote or issue a proxy to vote at any meeting of the stockholders or bondholders, or both, of a stock corporation, upon any stock or bonds which have not been owned by him for at least ten days next preceding such meeting, notwithstanding such stock or bonds may stand in his name on the books of the corporation.

No member of a corporation shall sell his vote or issue a proxy to vote to any person for any sum of money or any thing of value.

The books and papers containing the record of membership of the corporation shall be produced at any meeting of its members upon the request of any member. If the right to vote at any such meeting shall be challenged, the inspectors of election, or other persons presiding thereat, shall require such books, if they can be had, to be produced as evidence of the right of the person challenged to vote at such meeting, and all persons who may appear from such books to be members of the corporation may vote at such meeting in person or by proxy, subject to the provisions of this chapter.

§ 21. **Proxies.**—Every member of a corporation, except a religious corporation, entitled to vote at any meeting thereof may so vote by proxy.

No officer, clerk, teller or bookkeeper of a corporation formed under or subject to the banking law shall act as proxy for any stockholder at any meeting of any such corporation.

Every proxy must be executed in writing by the member himself, or by his duly authorized attorney. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution unless the member executing it shall have specified therein the length of time it is to continue in force, which shall be for some limited period. Every proxy shall be revocable at the pleasure of the person executing it; but a corporation having no capital stock may prescribe in its by-laws the persons who may act as proxies for members, and the length of time for which proxies may be executed.

§ 22. **Challenges.**—Every member of a corporation offering to vote at any election or meeting of the corporation shall, if required



by an inspector of election or other officer presiding at such election or meeting, or by any other member present, take and subscribe the following oath : "I do solemnly swear that in voting at this election I have not, either directly, indirectly or impliedly, received any promise or any sum of money, or any thing of value to influence the giving of my vote or votes at this meeting or as a consideration therefor."

If it is a stock corporation, the oath so taken and subscribed shall contain the following additional provision :

"That I have not sold or otherwise disposed of my interest in or title to any shares of stock or bonds in respect to which I offer to vote at this election, but that all such shares or bonds are still owned by me."

Any person offering to vote as proxy for any other person shall present his proxy and, if so required, take and subscribe the following oath :

"I do solemnly swear that I have not, either directly, indirectly or impliedly, given any promise or any sum of money or any thing of value to induce the giving of a proxy to me to vote at this election, or received any promise or any sum of money or any thing of value to influence the giving of my vote at this meeting, or as a consideration therefor."

If a stock corporation, the oath so taken and subscribed shall contain the following additional provision :

"And that the title to the stocks and bonds upon which I now offer to vote is, to the best of my knowledge and belief, truly and in good faith vested in the persons in whose names they now stand."

The inspectors or persons presiding at the election may administer such oath, and all such oaths and proxies shall be filed in the office of the corporation.

§ 23. **Effect of failure to elect directors.**—If the directors shall not be elected on the day designated in the by-laws, or by law, the corporation shall not for that reason be dissolved; but every director shall continue to hold his office and discharge his duties until his successor has been elected.

§ 24. **Mode of calling special election of directors.**—If the election has not been held on the day so designated, the directors shall forthwith call a meeting of the members of the corporation for the purpose of electing directors, of which meeting notice shall be given in the same manner as of the annual meeting for the election of directors.

If such meeting shall not be so called within one month, or, if held, shall result in a failure to elect directors, any member of the corporation may call a meeting for the purpose of electing directors by publishing a notice of the time and place of holding such meeting at least once in each week for two successive weeks immediately preceding the election, in a newspaper published in the county where the election is to be held and in such other manner as may be prescribed in the by-laws for the publication of notice of the annual meeting, and by serving upon each member, either personally or by mail, directed to him at his last known post-office address, a copy of such notice at least two weeks before the meeting.

**§ 25. Mode of conducting special elections of directors.**—Such meeting shall be held at the office of the corporation, or if it has none, at the place in this state where its principal business has been transacted, or if access to such office or place is denied or can not be had, at some other place in the city, village or town where such office or place is or was located.

At such meeting the members attending shall constitute a quorum. They may elect inspectors of election and directors and adopt by-laws providing for future annual meetings and election of directors, if the corporation has no such by-laws, and transact any other business which may be transacted at an annual meeting of the members of the corporation.

**§ 26. Qualification of voters and canvass of votes at special elections.**—In the absence at such meeting of the books of the corporation showing who are members thereof, each person, before voting, shall present his sworn statement setting forth that he is a member of the corporation; and if a stock corporation, the number of shares of stock owned by him and standing in his name on the books of the corporation, and, if known to him, the whole number of shares of stock of the corporation outstanding. On filing such statement, he may vote as a member of the corporation; and if a stock corporation, he may vote on the shares of stock appearing in such statement to be owned by him and standing in his name on the books of the corporation.

The inspectors shall return and file such statements, with a certificate of the result of the election, verified by them, in the office of the clerk of the county in which such election is held, and the persons so elected shall be the directors of the corporation.

**§ 27. Powers of supreme court respecting elections.**—The supreme court shall, upon the application of any person or corpora-



tion aggrieved by or complaining of any election of any corporation, or any proceeding, act or matter touching the same, upon notice thereof to the adverse party, or to those to be affected thereby, forthwith and in a summary way, hear the affidavits, proofs and allegations of the parties, or otherwise inquire into the matters or causes of complaint, and establish the election or order a new election, or make such order and give such relief as right and justice may require.

§ 28. **Stay of proceedings in actions collusively brought.**—If an action is brought against a corporation by the procurement or default of its directors, or any of them, to enforce any claim or obligation declared void by law, or to which the corporation has a valid defense, and such action is in the interest or for the benefit of any director, and the corporation has by his connivance made default in such action, or consented to the validity of such claim or obligation, any member of the corporation may apply to the supreme court, upon affidavit, setting forth the facts, for a stay of proceedings in such action, and on proof of the facts in such further manner and upon such notice as the court may direct, it may stay such proceedings or set aside and vacate the same, or grant such other relief as may seem proper, and which will not injuriously affect an innocent party, who, without notice of such wrongdoing and for a valuable consideration, has acquired rights under such proceedings.

§ 29. **Quorum of directors and powers of majority.**—The affairs of every corporation shall be managed by its board of directors at least two of whom shall be residents of this state. Unless otherwise provided by law a majority of the board of directors of a corporation at a meeting duly assembled shall be necessary to constitute a quorum for the transaction of business, and the act of a majority of the directors present at a meeting at which a quorum is present shall be the act of the board of directors. Subject to the by-laws, if any, adopted by the members of a corporation, the directors may make necessary by-laws of the corporation.

§ 30. **Directors as trustees in case of dissolution.**—Upon the dissolution of any corporation, its directors, unless other persons shall be appointed by the legislature, or by some court of competent jurisdiction, shall be the trustees of its creditors, stockholders or members, and shall have full power to settle its affairs, collect and pay outstanding debts, and divide among the persons entitled thereto the money and other property remaining after payment of debts and necessary expenses.

Such trustees shall have authority to sue for and recover the debts and property of the corporation, by their name as such trustees, and shall jointly and severally be personally liable to its creditors, stockholders or members, to the extent of its property and effects that shall come into their hands.

§ 31. **Forfeiture for non-user.**—If any corporation, except a railroad, turnpike, plank-road or bridge corporation, shall not organize and commence the transaction of its business or undertake the discharge of its corporate duties within two years from the date of its incorporation, its corporate powers shall cease.

§ 32. **Extension of corporate existence.**—Any domestic corporation at any time within three years before the expiration thereof, may extend the term of its existence beyond the time specified in its original certificate of incorporation, or by law, or in any certificate of extension of corporate existence, by the consent of the stockholders owning two-thirds in amount of its capital stock, if not a stock corporation, by the consent of two-thirds of its members, in and by a certificate signed and acknowledged by them and filed in the offices in which the original certificates of its incorporation were filed, if at all, and, if not, then in the offices where certificates of incorporation are now required by law to be filed, and the officers with whom the same may be filed shall thereupon record them in the books kept in their respective offices for the record of such certificates, and make a memorandum of such record in the margin of the original certificate in such book, if any, and thereupon the time of existence of such corporation shall be extended, as designated in such certificate, for a term not exceeding the term of which it was incorporated in the first instance. If the term of existence of any domestic corporation shall have expired and it shall be made satisfactorily to appear to the supreme court that such corporation was legally organized pursuant to any law of this state, and that through mistake it shall have issued its bonds payable at a date beyond the date fixed in its charter or certificate of incorporation for the expiration of its corporate existence, and such bonds shall be unmatured and unpaid, the supreme court may, upon the application of any person interested and upon such notice to such other parties as the court may require, by order, authorize the filing and recording of a certificate reviving the existence of such corporation, upon such conditions and with such limitations as such order shall specify, and extending such corporate existence for a term not exceeding the term for which it was



originally incorporated. Upon filing and recording such certificate in the same manner as certificates of extension of corporate existence duly issued before the expiration of the existence of a domestic corporation is authorized by law to be filed and recorded, such corporate existence shall be revived and extended in pursuance of the terms of such order, but such revival and extension shall not affect any litigation commenced after such expiration and pending at the time of such revival.

If a corporation formed under or subject to the banking law, such certificate shall not be filed or recorded unless it shall have indorsed thereon the written approval of the superintendent of banks; or, if an insurance corporation, unless it shall have indorsed thereon the written approval of the superintendent of insurance; and, if a turnpike or bridge corporation, it shall not be filed unless it shall have indorsed thereon or annexed thereto a certified copy of a resolution of the board of supervisors of each county in which such turnpike or bridge is located, approving of and authorizing such extension.

Every corporation extending its corporate existence under this chapter or under any general law of the state shall thereafter be subject to the provisions of this chapter and of such general law, notwithstanding any special provisions in its charter, and shall thereafter be deemed to be incorporated under the general laws of the state relating to the incorporation of a corporation for the purpose of carrying on the business in which it is engaged, and shall be subject to the provisions of such laws.

§ 33. **Conflicting corporate laws.**—If in any corporate law there is or shall be any provision in conflict with any provisions of this chapter or of the stock corporation law, the provisions so conflicting shall prevail, and the provision of this chapter or of the stock corporation law with which it conflicts shall not apply in such a case. If in any such law there is or shall be a provision relating to a matter embraced in this chapter or in the stock corporation law, but not in conflict with it, such provision in such other law shall be deemed to be in addition to the provision in this chapter or in the stock corporation law relating to the same subject-matter, and both provisions shall, in such case, be applicable.

§ 34. **Laws repealed.**—Of the laws enumerated in the schedule hereto annexed, that portion specified in the last column is repealed. Such repeal shall not revive a law repealed by any law hereby repealed, but shall include all laws amendatory of the laws hereby repealed.

§ 35. **Saving clause.**—The repeal of a law or any part of it specified in the annexed schedule shall not affect or impair any act done, or right accruing, accrued or acquired, or liability, penalty, forfeiture or punishment incurred prior to May 1, 1891, under or by virtue of any law so repealed, but the same may be asserted, enforced, prosecuted or inflicted, as fully and to the same extent as if such law had not been repealed. All actions and proceedings, civil or criminal, commenced under or by virtue of the laws so repealed, and pending on April 30, 1891, may be prosecuted and defended to final effect in the same manner as they might under the laws then existing, unless it shall be otherwise specially provided by law.

§ 36. **Construction.**—The provisions of this chapter, and of the stock corporation law, the railroad law, the transportation corporations law, and the business corporations law, so far as they are substantially the same as those of laws existing on April 30, 1891, shall be construed as a continuation of such laws modified or amended according to the language employed in this chapter, or in the stock corporation law, the railroad law, the transportation corporations law, or the business corporations law, and not as new enactments.

References in laws not repealed to provisions of laws incorporated into the general laws hereinbefore enumerated and repealed, shall be construed as applying to the provisions so incorporated.

Nothing in this chapter or in the other general laws hereinbefore specified shall be construed to amend or repeal any provision of the Criminal or Penal Code or to impair any right or liability which any existing corporation, its officers, directors, stockholders or creditors may have or be subject to or which any such corporation, other than a railroad corporation, had or was subject to on April 30, 1891, by virtue of any special act of the legislature creating such corporation or creating or defining any such right or liability, unless such special act is repealed by this chapter.

§ 37. **Law revived.**—Chapter three hundred of the laws of eighteen hundred and fifty-five, entitled “An act to incorporate the Baptist Historical Society of the city of New York,” which was inadvertently repealed by the transportation corporations law, is revived and re-enacted, and shall be of the same force and effect as if it had not been repealed.



## SCHEDULE OF LAWS REPEALED.

Revised Statutes... Part I, chapter 18.....All.

LAWS OF	Chapter	Sections.
1811.....	67.....	All.
1815.....	47.....	All.
1815.....	202.....	All.
1816.....	58.....	All.
1817.....	223.....	All.
1818.....	67.....	All.
1819.....	102.....	All.
1821.....	14.....	All.
1822.....	213.....	All.
1836.....	284.....	All.
1836.....	316.....	All.
1838.....	160.....	All.
1838.....	161.....	All.
1838.....	262.....	All.
1839.....	218.....	All.
1842.....	165.....	All.
1846.....	155.....	All.
1846.....	215.....	17, 18.
1847.....	100.....	3, 4.
1847.....	210.....	All.
1847.....	222.....	All.
1847.....	270.....	All.
1847.....	272.....	All.
1847.....	287.....	All.
1847.....	398.....	All.
1847.....	404.....	All.
1847.....	405.....	All.
1848.....	37.....	All.
1848.....	40.....	All.
1848.....	45.....	All.
1848.....	259.....	All.
1848.....	265.....	All.
1848.....	360.....	All.
1849.....	250.....	All.
1849.....	362.....	All.
1850.....	71.....	All.
1850.....	140.....	All.
1851.....	14.....	All.
1851.....	19.....	All.
1851.....	98.....	All.
1851.....	107.....	All.
1851.....	487.....	All.
1851.....	497.....	All.
1852.....	228.....	All.
1852.....	372.....	All.

LAWS OF	Chapter	Section.
1853.....	53.....	All.
1853.....	117.....	All.
1853.....	124.....	All.
1853.....	135.....	All.
1853.....	245.....	All.
1853.....	333.....	All.
1853.....	471.....	1, 2, 4.
1853.....	481.....	All.
1853.....	502.....	All.
1853.....	626.....	All.
1854.....	3.....	All.
1854.....	87.....	All.
1854.....	140.....	All.
1854.....	201.....	All.
1854.....	232.....	All.
1854.....	269.....	All.
1854.....	282.....	All.
1854.....	312.....	All.
1855.....	301.....	All.
1855.....	302.....	All.
1855.....	390.....	All.
1855.....	478.....	All.
1855.....	485.....	All.
1855.....	495.....	All.
1855.....	546.....	All.
1855.....	559.....	All.
1856.....	65.....	All.
1857.....	29.....	All.
1857.....	83.....	All.
1857.....	185.....	All.
1857.....	202.....	All.
1857.....	262.....	All.
1857.....	444.....	All.
1857.....	546.....	All.
1857.....	558.....	All.
1857.....	643.....	All.
1857.....	776.....	All.
1858.....	10.....	All.
1858.....	125.....	All.
1859.....	209.....	All.
1859.....	311.....	All.
1859.....	455.....	All.
1860.....	116.....	All.
1860.....	269.....	All.
1860.....	523.....	All.
1861.....	149.....	All.
1861.....	170.....	All.
1861.....	215.....	All.



LAWS OF	Chapter	Section.
1861.....	238.....	All.
1862.....	205.....	All.
1862.....	248.....	All.
1862.....	425.....	All.
1862.....	438.....	All.
1862.....	449.....	All.
1862.....	472.....	All.
1863.....	63.....	All.
1863.....	134.....	All.
1863.....	346.....	All.
1864.....	85.....	All.
1864.....	337.....	All.
1864.....	517.....	All.
1864.....	582.....	All.
1865.....	234.....	All.
1865.....	246.....	All.
1865.....	307.....	All.
1865.....	691.....	All.
1865.....	780.....	All.
1866.....	73.....	All.
1866.....	259.....	All.
1866.....	322.....	All.
1866.....	371.....	All.
1866.....	697.....	All.
1866.....	780.....	All.
1866.....	799.....	All.
1866.....	838.....	All.
1867.....	12.....	All.
1867.....	49.....	All.
1867.....	248.....	All.
1867.....	254.....	All.
1867.....	419.....	All.
1867.....	480.....	All.
1867.....	509.....	All.
1867.....	775.....	All.
1867.....	906.....	All.
1867.....	937.....	All.
1867.....	960.....	All.
1867.....	974.....	All.
1868.....	253.....	All.
1868.....	290.....	All.
1868.....	573.....	All.
1868.....	781.....	All.
1869.....	234.....	All.
1869.....	237.....	All.
1869.....	605.....	All.
1869.....	706.....	All.
1869.....	844.....	All.

LAWS OF	Chapter	Section.
1869.....	917.....	All.
1870.....	124.....	All.
1870.....	135.....	All.
1870.....	322.....	All.
1870.....	443.....	All.
1870.....	568.....	All.
1870.....	773.....	All.
1871.....	95.....	All.
1871.....	481.....	All.
1871.....	535.....	All.
1871.....	560.....	All.
1871.....	657.....	All.
1871.....	669.....	All.
1871.....	697.....	All.
1871.....	883.....	All.
1872.....	81.....	All.
1872.....	128.....	All.
1872.....	146.....	All.
1872.....	248.....	All.
1872.....	283.....	All.
1872.....	350.....	All.
1872.....	374.....	All.
1872.....	426.....	All.
1872.....	609.....	All.
1872.....	611.....	All.
1872.....	779.....	All.
1872.....	780.....	All.
1872.....	820.....	All except 20.
1872.....	829.....	All.
1872.....	843.....	All.
1873.....	151.....	All.
1873.....	352.....	All.
1873.....	432.....	All.
1873.....	440.....	All.
1873.....	469.....	All.
1873.....	616.....	All.
1873.....	710.....	All.
1873.....	737.....	All.
1873.....	814.....	All.
1874.....	76.....	All.
1874.....	143.....	All.
1874.....	149.....	All.
1874.....	240.....	All.
1874.....	288.....	All.
1874.....	430.....	All.
1875.....	4.....	All.
1875.....	58.....	All.
1875.....	88.....	All.



LAWS OF	Chapter	Section.
1875.....	108.....	All.
1875.....	113.....	All.
1875.....	119.....	All.
1875.....	120.....	All.
1875.....	159.....	All.
1875.....	193.....	All.
1875.....	256.....	All.
1875.....	319.....	All.
1875.....	365.....	All.
1875.....	445.....	All.
1875.....	510.....	All.
1875.....	586.....	All.
1875.....	598.....	All.
1875.....	606.....	All.
1875.....	611.....	All.
1876.....	77.....	All.
1876.....	135.....	All.
1876.....	198.....	All.
1876.....	280.....	All.
1876.....	358.....	All.
1876.....	373.....	All.
1876.....	415.....	All.
1876.....	435.....	All.
1876.....	446.....	All.
1877.....	103.....	All.
1877.....	158.....	All.
1877.....	164.....	All.
1877.....	171.....	All.
1877.....	224.....	All.
1877.....	266.....	All.
1877.....	374.....	All.
1878.....	61.....	All.
1878.....	121.....	All.
1878.....	163.....	All.
1878.....	203.....	All.
1878.....	210.....	All.
1878.....	261.....	All.
1878.....	264.....	All.
1878.....	316.....	All.
1878.....	334.....	All.
1878.....	394.....	All.
1879.....	214.....	All.
1879.....	253.....	All.
1879.....	290.....	All.
1879.....	293.....	All.
1879.....	350.....	All.
1879.....	377.....	All.
1879.....	393.....	All.

LAWS OF	Chapter	Section.
1879.....	395.....	All.
1879.....	413.....	All.
1879.....	415.....	All.
1879.....	441.....	All.
1879.....	503.....	All.
1879.....	505.....	All.
1879.....	512.....	All.
1879.....	541.....	All.
1880.....	5.....	All.
1880.....	85.....	All.
1880.....	90.....	All.
1880.....	94.....	All.
1880.....	113.....	All.
1880.....	133.....	All.
1880.....	155.....	All.
1880.....	182.....	All.
1880.....	187.....	All.
1880.....	223.....	All.
1880.....	225.....	All.
1880.....	241.....	All.
1880.....	254.....	All.
1880.....	263.....	All.
1880.....	267.....	All.
1880.....	349.....	All.
1880.....	415.....	All.
1880.....	417.....	All.
1880.....	484.....	All.
1880.....	510.....	All.
1880.....	575.....	All.
1880.....	582.....	All.
1880.....	583.....	All.
1880.....	585.....	All.
1881.....	22.....	All.
1881.....	58.....	All.
1881.....	77.....	All.
1881.....	117.....	All.
1881.....	148.....	All.
1881.....	213.....	All.
1881.....	232.....	All.
1881.....	295.....	All.
1881.....	296.....	All.
1881.....	311.....	All.
1881.....	313.....	All.
1881.....	321.....	All.
1881.....	337.....	All.
1881.....	338.....	All.
1881.....	351.....	All.
1881.....	399.....	All.



LAWS OF	Chapter	Section.
1881.....	422.....	All.
1881.....	464.....	All.
1881.....	468.....	All.
1881.....	470.....	All.
1881.....	472.....	All.
1881.....	485.....	All.
1881.....	551.....	All.
1881.....	589.....	All.
1881.....	649.....	All.
1881.....	650.....	All.
1881.....	674.....	All.
1881.....	685.....	All.
1882.....	73.....	All.
1882.....	82.....	All.
1882.....	140.....	All.
1882.....	273.....	All.
1882.....	289.....	All.
1882.....	290.....	All.
1882.....	306.....	All.
1882.....	309.....	All.
1882.....	349.....	All.
1882.....	353.....	All.
1882.....	393.....	All.
1882.....	405.....	All.
1883.....	46.....	All.
1883.....	71.....	All.
1883.....	102.....	All.
1883.....	216.....	All.
1883.....	232.....	All.
1883.....	237.....	All.
1883.....	238.....	All.
1883.....	240.....	All.
1883.....	287.....	All.
1883.....	323.....	All.
1883.....	361.....	All.
1883.....	381.....	All.
1883.....	382.....	All.
1883.....	384.....	All.
1883.....	386.....	All.
1883.....	387.....	All.
1883.....	388.....	All.
1883.....	409.....	All.
1883.....	482.....	All.
1883.....	483.....	All.
1883.....	497.....	All.
1884.....	140.....	All.
1884.....	193.....	All.
1884.....	208.....	All.

LAWS OF	Chapter	Section.
1884.....	223.....	All.
1884.....	252.....	All.
1884.....	267.....	All.
1884.....	367.....	All.
1884.....	386.....	All.
1884.....	397.....	All.
1884.....	421.....	All.
1884.....	422.....	All.
1884.....	439.....	All.
1884.....	441.....	All.
1884.....	444.....	All.
1885.....	84.....	All.
1885.....	127.....	All.
1885.....	141.....	All.
1885.....	153.....	All.
1885.....	171.....	All.
1885.....	305.....	All.
1885.....	369.....	All.
1885.....	422.....	All.
1885.....	423.....	All.
1885.....	489.....	All.
1885.....	498.....	All.
1885.....	535.....	All.
1885.....	540.....	All.
1885.....	549.....	All.
1886.....	65.....	All.
1886.....	182.....	All.
1886.....	271.....	All.
1886.....	321.....	All.
1886.....	322.....	All.
1886.....	403.....	All.
1886.....	415.....	All.
1886.....	509.....	All.
1886.....	551.....	All.
1886.....	579.....	All.
1886.....	586.....	All.
1886.....	592.....	All.
1886.....	601.....	All.
1886.....	605.....	All.
1886.....	634.....	All.
1886.....	642.....	All.
1887.....	450.....	All.
1887.....	486.....	All.
1887.....	536.....	All.
1887.....	570.....	All.
1887.....	616.....	All.
1887.....	622.....	All.
1887.....	724.....	All.



LAWS OF	Chapter	Section.
1888.....	189.....	All.
1888.....	306.....	All.
1888.....	313.....	All.
1888.....	359.....	All.
1888.....	394.....	All.
1888.....	447.....	All.
1888.....	462.....	All.
1888.....	513.....	All.
1888.....	514.....	All.
1888.....	549.....	All.
1888.....	560.....	All.
1889.....	57.....	All.
1889.....	76.....	All.
1889.....	78.....	All.
1889.....	236.....	All.
1889.....	242.....	All.
1889.....	281.....	All.
1889.....	332.....	All.
1889.....	369.....	All.
1889.....	426.....	All.
1889.....	519.....	All.
1889.....	524.....	All.
1889.....	531.....	All.
1889.....	532.....	All.
1889.....	564.....	All.
1890.....	23.....	All.
1890.....	98.....	All.
1890.....	119.....	All.
1890.....	193.....	All.
1890.....	292.....	All.
1890.....	416.....	All.
1890.....	421.....	All.
1890.....	483.....	All.
1890.....	497.....	All.
1890.....	505.....	All.
1890.....	508.....	All.
1890.....	543.....	All.
1891.....	57.....	All.
1891.....	287.....	All.
1892.....	2.....	All.

## CHAP. 688.

## AN ACT to amend the stock corporation law.

The stock corporation law is amended to read as follows, to take effect immediately :

## CHAPTER XXXVI OF THE GENERAL LAWS.

## THE STOCK CORPORATION LAW.

ARTICLE 1. General powers ; reorganization. (§§ 1-7).

2. Directors and officers ; their election, duties and liabilities. (§§ 20-32).

3. Stock ; stockholders, their rights and liabilities. (§§ 40-55).

## ARTICLE I.

## GENERAL POWERS ; REORGANIZATION.

SECTION 1. Short title, and application of chapter.

2. Power to borrow money and mortgage property.

3. Reorganization upon sale of corporate property and franchises.

4. Contents of plan or agreement.

5. Sale of property ; possession of receiver and suits against him.

6. Assent of stockholders to plan of readjustment.

7. Combinations prohibited.

SECTION 1. Short title and application of chapter.—This chapter shall be known as the stock corporation law, but article one shall not apply to monied corporations.

§ 2. Power to borrow money and mortgage property.—In addition to the powers conferred by the general corporation law, every stock corporation shall have power to borrow money or contract debts, when necessary for the transaction of its business, or for the exercise of its corporate rights, privileges or franchises, or for any other lawful purpose of its incorporation ; and may issue and dispose of its obligations for any amount so borrowed, and may mortgage its property and franchises to secure the payment of such obligations or of any debt contracted for the purposes herein specified ; and the amount of the obligations issued and outstanding at any one time secured by such mortgages, excepting mortgages given as a consideration for the purchase of real estate, and mortgages authorized by contracts made prior to May first, eighteen hundred



and ninety-one, shall not exceed the amount of its paid up capital stock, or an amount equal to two-thirds of the value of its corporate property at the time of issuing the obligations secured by such mortgages, in case such two-thirds value shall be more than the amount of such paid up capital stock. No such mortgages, except purchase-money mortgages shall be issued without the consent, of the stockholders owning at least two-thirds of the stock of the corporation, which consent shall be in writing and shall be filed and recorded in the office of the clerk or register of the county where it has its principal place of business, or shall be given by vote at a special meeting of the stockholders called for that purpose; and a certificate of the vote at such meeting, signed and sworn to by the chairman and secretary of such meeting, shall be filed and recorded as aforesaid. When authorized by such consent, the directors, under such regulations as they may adopt, may confer on the holder of any debt or obligation secured by such mortgage the right to convert the principal thereof, after two and not more than twelve years from the date of the mortgage, into stock of the corporation; and if the capital stock shall not be sufficient to meet the conversion when made, the stockholders shall, in the manner herein provided, authorize an increase of capital stock sufficient for that purpose. (*See also chap. 337, Laws 1892.*)

**§ 3. Reorganization upon sale of corporate property and franchises.**—When the property and franchises of any domestic stock corporation shall be sold by virtue of a mortgage or deed of trust, duly executed by it, or pursuant to the judgment or decree of a court of competent jurisdiction, or by virtue of any execution issued thereon, and the purchaser at such sale shall acquire title to the same in the manner prescribed by law, he may associate with him any number of persons, not less than the number required by law for the incorporation of such corporation, a majority of whom shall be citizens and residents of this state, and they may become a corporation, and take and possess the property and franchises thus sold, and which were at the time of sale possessed by the corporation whose property shall have been so sold, upon making, acknowledging and filing in the offices where certificates of incorporation are required by law to be filed, a certificate in which they shall describe by name and reference to the law under which it was organized, the corporation whose property and franchises they have acquired, and the court by whose authority the sale had been

made, with the date of the judgment or decree authorizing or directing the same, and a brief description of the property sold, and also the following particulars:

1. The name of the new corporation intended to be formed by the filing of such certificate.

2. The maximum amount of its capital stock and the number of shares into which it is to be divided, specifying the classes thereof, whether common or preferred, and the amount of and rights pertaining to each class.

3. The number of directors, not less nor more than the number required by law for the old corporation, who shall manage the affairs of the new corporation, and the names and post-office address of the directors for the first year.

4. Any plan or agreement which may have been entered into at or previous to the time of sale, in anticipation of the formation of the new corporation, and pursuant to which such purchase was made. Such corporation shall be vested with and be entitled to exercise and enjoy all the rights, privileges and franchises, which at the time of such sale belonged to, or were vested in the corporation, last owning the property sold, or its receiver, and shall be subject to all the provisions, duties and liabilities imposed by law on such corporations.

§ 4. **Contents of plan or agreement.**—At or previous to the sale the purchasers thereat, or the persons for whom the purchase is to be made, may enter into a plan or agreement, for or in anticipation of the readjustment of the respective interests therein of the mortgage creditors and stockholders of the corporation owning such property and franchises at the time of sale, and for the representation of such interests of creditors and stockholders in the bonds or stock of the new corporation to be formed, and may therein regulate voting by the holders of the preferred and common stock at any meeting of the stockholders, and by the holders and owners of any or all of the bonds of the corporation foreclosed, or of the bonds issued or to be issued by the new corporation, and such right of voting by bondholders shall be exercised in such manner, for such period, and upon such conditions, as shall be therein described. Such plan or agreement must contain suitable provision for the bondholders voting by proxy and must not be inconsistent with the laws of the state and shall be binding upon the corporation, until changed as therein provided, or as otherwise provided by law. The new corporation when duly organized, pursuant to such plan or agree-



ment and to the provisions of law, may issue its bonds and stock in conformity with the provisions of such plan or agreement, and may at any time within six months after its organization, compromise, settle or assume the payment of any debt, claim or liability of the former corporation upon such terms as may be lawfully approved by a majority of the agents or trustees intrusted with the carrying out of the plan or agreement of re-organization, and may establish preferences in respect to the payment of dividends in favor of any portion of its capital stock and may divide its stock into classes, but the capital stock of the new corporation shall not exceed in the aggregate, the maximum amount of stock mentioned in the certificate of incorporation, nor shall the bonds issued by it exceed in the aggregate the amount which a corporation is authorized by the provisions of this article to issue.

**§ 5. Sale of property; possession of receiver and suits against him.**—The supreme court may direct a sale of the whole of the property, rights and franchises covered by the mortgage or mortgages, or deeds of trust foreclosed at any one time and place to be named in the judgment or order, either in case of the non-payment of interest only, or of both the principal and interest due and unpaid and secured by any such mortgage or mortgages or deeds of trust. Neither the sale nor the formation of the new corporation shall interfere with the authority or possession of any receiver of such property and franchises, but he shall remain liable to be removed or discharged at such time as the court may deem proper. No suit or proceeding shall be commenced against such receiver unless founded on willful misconduct or fraud in his trust after the expiration of sixty days from the time of his discharge; but after the expiration of sixty days the new corporation shall be liable in any action that may be commenced against it, and founded on any act or omission of such receiver for which he may not be sued, and to the same extent as the receiver, but for this section would be or remain liable, or to the same extent that the new corporation would be had it done or omitted the acts complained of.

**§ 6. Stockholders may assent to plan of readjustment.**—Every stockholder in any corporation, the franchises and property whereof shall have been thus sold, may assent to the plan of readjustment and re-organization of interests pursuant to which such franchises and property shall have been purchased at any time within six months after the organization of the new corporation, and by complying with the terms and conditions of such plan become enti-

tled to his pro rata benefits therein. The commissioners, corporate authorities or proper officers of any city, town or village, who may hold stock in any corporation, the property and franchises whereof, shall be liable to be sold, may assent to any plan or agreement of re-organization which lawfully provides for the formation of a new corporation, and the issue of stock therein to the proper authorities or officers of such cities, towns or villages in exchange for the stock of the old or former corporation by them respectively held. And such commissioners, corporate authorities or other proper officers may assign, transfer or surrender the stock so held by them in the manner required by such plan, and accept in lieu thereof the stock issued by such new corporation in conformity therewith.

§ 7. **Combinations prohibited.**—No stock corporation shall combine with any other corporation or person for the creation of a monopoly or the unlawful restraint of trade or for the prevention of competition in any necessary of life.

## ARTICLE II.

### DIRECTORS AND OFFICERS; THEIR ELECTION, DUTIES AND LIABILITIES.

#### SECTION 20. Directors.

21. Change of number of directors.
22. When acts of directors void.
23. Liability of directors for making unauthorized dividends.
24. Liability of directors for contracting unauthorized debts and over issue of bonds.
25. Liability of directors for loans to stockholders.
26. Transfers of stock by stockholders indebted to corporation.
27. Officers.
28. Inspectors and their oath.
29. Books to be kept.
30. Annual report.
31. Liability of officers for false certificates, reports or public notices.
32. Alteration or extension of business.

§ 20. **Directors.**—The directors of every stock corporation shall be chosen from the stockholders at the time and place fixed by the by-laws of the corporation by a plurality of the votes of the stockholders voting at such election. Vacancies in the board of directors shall be filled in the manner prescribed in the by-laws, and if a director shall cease to be a stockholder his office shall become vacant. Notice of the time and place of holding any election of directors shall be given by publication thereof, at least once in each week for two successive weeks immediately preceding such election, in a newspaper published in the county where such election is to be held,



and in such other manner as may be prescribed in the by-laws. Policy holders of an insurance corporation shall be eligible to election as directors. At least one-fourth in number of the directors of every stock corporation shall be elected annually.

§ 21. **Change of number of directors.**—The number of directors of any stock corporation may be increased or reduced, but not above the maximum nor below the minimum number prescribed by law, when the stockholders owning a majority of the stock of the corporation shall so determine, at a meeting to be held at the usual place of meeting of the directors, on two weeks' notice in writing to each stockholder of record. Such notice shall be served personally or by mail, directed to each stockholder at his last known post-office address. Proof of the service of such notice shall be filed in the office of the corporation at or before the time of such meeting. The proceedings of such meeting shall be entered in the minutes of the corporation and a transcript thereof, verified by the president and secretary of the meeting shall be filed in the offices where the original certificates of incorporation were filed. If a corporation formed under or subject to the banking law, the consent of the superintendent of banks, and if an insurance corporation, the consent of the superintendent of insurance, shall be first obtained to such increase or reduction of the number of directors.

§ 22. **When acts of directors void.**—When the directors of any corporation for the first year of its corporate existence shall hold over and continue to be directors after the first year because of their neglect or refusal to adopt the by-laws required to enable the stockholders to hold the annual election for directors, all their acts and proceedings while so holding over, done for and in the name of the corporation, designed to charge upon it any liability or obligation for the services of any such director, or any officer, or attorney or counsel appointed by them, and every such liability or obligation shall be held to be fraudulent and void.

§ 23. **Liability of directors for making unauthorized dividends.**—The directors of a stock corporation shall not make dividends, except from the surplus profits arising from the business of such corporation; nor divide, withdraw or in any way pay to the stockholders, or any of them, any part of the capital of such corporation, or reduce its capital stock, except as authorized by law. In case of any violation of the provisions of this section, the directors under whose administration the same may have happened, except those who may have caused their dissent therefrom to be entered at

large upon the minutes of such directors at the time, or were not present when the same happened, shall jointly and severally be liable to such corporation and to the creditors thereof to the full amount of the capital of such corporation so divided, withdrawn, paid out or reduced. But this section shall not prevent a division and distribution of the assets of any such corporation remaining after the payment of all its debts and liabilities upon the dissolution of such corporation or the expiration of its charter.

§ 24. **Liability of directors for unauthorized debts and over-issue of bonds.**—No stock corporation, except a monied corporation, shall create any debt, if thereby its total indebtedness not secured by mortgage shall exceed the amount of its paid-up capital stock, and the directors creating or consenting to the creation of any such debt shall be personally liable therefor to the creditors of the corporation. If bonds or other obligations of the corporation, secured by mortgage, are issued in excess of the amount authorized by law, or in violation of law, the directors voting for such over-issue, or unlawful issue, shall be personally liable to the holders of the bonds or other obligations illegally issued for the amount held by them, and to all persons sustaining damage by such illegal issues for any damage caused thereby.

§ 25. **Liability of directors for loans to stockholders.**—No loan of moneys shall be made by any stock corporation, except a monied corporation, or by any officer thereof out of its funds to any stockholder therein, nor shall any such corporation or officer discount any note or other evidence of debt, or receive the same in payment of any installment or any part thereof due or to become due on any stock in such corporation, or receive or discount any note, or other evidence of debt, to enable any stockholder to withdraw any part of the money paid in by him on his stock. In case of the violation of any provision of this section, the officers or directors making such loan, or assenting thereto, or receiving or discounting such notes or other evidences of debt, shall, jointly and severally, be personally liable to the extent of such loan and interest, for all the debts of the corporation contracted before the repayment of the sum loaned, and to the full amount of the notes or other evidences of debt so received or discounted, with interest from the time such liability accrued.

§ 26. **Transfers of stock by stockholder indebted to corporation.**—If a stockholder shall be indebted to the corporation, the directors may refuse to consent to a transfer of his stock until such indebtedness is paid, provided a copy of this section is written or printed upon the certificate of stock.



§ 27. **Officers.**—The directors of a stock corporation may appoint from their number a president, and may appoint a secretary, treasurer, and other officers, agents and employes, who shall respectively have such powers and perform such duties in the management of the property and affairs of the corporation, subject to the control of the directors, as may be prescribed by them or in the by-laws. The directors may require any such officer, agent or employe to give security for the faithful performance of his duties, and may remove him at pleasure. The policy holders of an insurance corporation shall be eligible to election or appointment as its officers.

§ 28. **Inspectors and their oath.**—The inspectors of election of every stock corporation shall be appointed in the manner prescribed in the by-laws, but the inspectors of the first election of directors and of all previous meetings of the stockholders shall be appointed by the board of directors named in the certificate of incorporation. No director or officer of a monied corporation shall be eligible to election or appointment as inspector. Each inspector shall be entitled to a reasonable compensation for his services, to be paid by the corporation, and if any inspector shall refuse to serve, or neglect to attend at the election, or his office become vacant, the meeting may appoint an inspector in his place unless the by-laws otherwise provide. The inspectors appointed to act at any meeting of the stockholders shall, before entering upon the discharge of their duties, be sworn to faithfully execute the duties of inspector at such meeting with strict impartiality, and according to the best of their ability, and the oath so taken shall be subscribed by them, and immediately filed in the office of the clerk of the county in which such election or meeting shall be held, with a certificate of the result of the vote taken thereat.

§ 29. **Books to be kept.**—Every stock corporation shall keep at its office, correct books of account of all its business and transactions, and a book to be known as the stock-book, containing the names, alphabetically arranged, of all persons who are stockholders of the corporation, showing their places of residence, the number of shares of stock held by them respectively, the time when they respectively became the owners thereof, and the amount paid thereon. The stock-book of every such corporation shall be open daily, during business hours, for the inspection of its stockholders and judgment creditors, who may make extracts therefrom. No transfer of stock shall be valid as against the corporation, its stockholders and creditors for any purpose, except to render the transferee liable for the debts of the corporation according to the provisions of this

chapter, until it shall have been entered in such book as required by this section, by an entry showing from and to whom transferred. Such latter book shall be presumptive evidence of the facts therein so stated in favor of the plaintiff, in any action or proceeding against such corporation or any of its officers, directors or stockholders. Every corporation that shall neglect or refuse to keep or cause to be kept such books, or to keep any book open for inspection as herein required, shall forfeit to the people the sum of fifty dollars for every day it shall so neglect or refuse. If any officer or agent of any such corporation shall willfully neglect or refuse to make any proper entry in such book or books, or shall neglect or refuse to exhibit the same, or allow them to be inspected and extracts taken therefrom as provided in this section, the corporation and such officer or agent shall each forfeit and pay to the party injured a penalty of fifty dollars for every such neglect or refusal, and all damages resulting to him therefrom.

§ 30. **Annual report.**—Every stock corporation, except monied and railroad corporations, shall annually, during the month of January, or, if doing business without the United States, before the first day of May, make a report as of the first day of January, which shall state:

1. The amount of its capital stock, and the proportion actually issued.
2. The amount of its debts or an amount which they do not then exceed.
3. The amount of its assets or an amount which its assets at least equal.

Such report shall be signed by a majority of its directors, and verified by the oath of the president or vice-president and treasurer or secretary, and filed in the office of the secretary of state and in the office of the county clerk of the county where its principal business office may be located. If such report is not so made and filed, all the directors of the corporation shall jointly and severally be personally liable for all the debts of the corporation then existing, and for all contracted before such report shall be made. No director shall be liable for the failure to make and file such report if he shall file with the secretary of state, within thirty days after the first day of February, or the first day of May, as the case may be, a verified certificate, stating that he has endeavored to have such report made and filed, but that the officers or a majority of the directors have refused and neglected to make and file the same, and shall append to such certificate a report containing the items re-



quired to be stated in such annual report, so far as they are within his knowledge or are obtainable from sources of information open to him, and verified by him to be true to the best of his knowledge, information and belief.

§ 31. **Liability of officers for false certificates, reports or public notices.**—If any certificate or report made or public notice given by the officers or directors of a stock corporation shall be false in any material representation, the officers and directors signing the same shall jointly and severally be personally liable to any person who has become a creditor or stockholder of the corporation upon the faith of any such certificate, report, notice or any material representation therein to the amount of the debt contracted upon the faith thereof if not paid when due, or of the damage sustained by any purchaser of or subscriber to its stock upon the faith thereof. The liability imposed by this section shall exist in all cases where the contents of any such certificate, report or notice or of any material representation therein shall have been communicated either directly or indirectly to the person so becoming a creditor or stockholder and he became such creditor or stockholder upon the faith thereof. No action can be maintained for a cause of action created by this section unless brought within two years from the time the certificate, report or public notice shall have been made or given by the officers or directors of such corporation.

§ 32. **Alteration or extension of business.**—Any stock corporation heretofore or hereafter organized under any general or special law of this state may extend or alter its business and powers so as to include any purposes and powers which at the time of such extension may have been conferred by law upon corporations engaged in a business of the same general character, or which might be included in the certificate of incorporation of a corporation organizing under any general law of this state for a business of the same general character, by filing in the manner provided for the original certificate of incorporation an amended certificate, executed by a majority of its directors, stating the extension of business and powers and rights proposed, and that the same has been duly authorized by a vote of stockholders representing at least three-fifths of the capital stock, at a meeting of the stockholders called for the purpose in the manner provided in section forty-five of this chapter, and a copy of the proceedings of such meeting, verified by the affidavit of one of the directors present thereat, shall be filed with such amended certificate.

## ARTICLE III.

## STOCK ; STOCKHOLDERS, THEIR RIGHTS AND LIABILITIES.

## SECTION 40. Issue and transfers of stock.

41. Subscriptions to stock.
42. Consideration for issue of stock and bonds.
43. Time of payment of subscriptions to stock.
44. Increase or reduction of capital stock.
45. Notice of meeting to increase or reduce capital stock.
46. Conduct of such meeting ; certificate of increase or reduction.
47. Preferred and common stock.
48. Prohibited transfers to officers or stockholders.
49. Payment by stockholders of mortgage debt pending foreclosure.
50. Application to court to order issue of new in place of lost certificate of stock.
51. Order of court upon such application.
52. Financial statement to stockholders.
53. Exhibition of books by transfer agent of foreign corporation.
54. Liabilities of stockholders.
55. Limitation of stockholder's liability.

§ 40. **Issue and transfers of stock.**—The stock of every stock corporation shall be represented by certificates prepared by the directors and signed by the president or vice-president and secretary or treasurer and sealed with the seal of the corporation, and shall be transferable in the manner prescribed in this chapter and in the by-laws. No share shall be transferable until all previous calls thereon shall have been fully paid in.

Any stock corporation, domestic or foreign, now existing or hereafter organized, except monied corporations, may purchase, acquire, hold and dispose of the stocks, bonds and other evidences of indebtedness of any corporation, domestic or foreign, and issue in exchange therefor its stock, bonds or other obligations if authorized so to do by a provision in the certificate of incorporation of such stock corporation, or in any certificate amendatory thereof or supplementary thereto, filed in pursuance of law, or if the corporation whose stock is so purchased, acquired, held or disposed of, is engaged in a business similar to that of such stock corporation, or engaged in the manufacture, use or sale of the property, or in the construction or operation of works necessary or useful in the business of such stock corporation, or in which or in connection with which the manufactured articles, product or property of such stock corporation are or may be used, or is a corporation with which such stock corporation is or may be authorized to consolidate. When any such corporation shall be a stockholder in any other corporation, as herein



provided, its president or other officers shall be eligible to the office of director of such corporation, the same as if they were individually stockholders therein and the corporation holding such stock shall possess and exercise in respect thereof, all the rights, powers and privileges of individual owners or holders of such stock.

Any stock corporation may, in pursuance of a unanimous vote of its stockholders voting at a special meeting called for that purpose by notice in writing signed by a majority of the directors of such corporation stating the time and place and object of the meeting, and served upon each stockholder appearing as such upon the books of the corporation, personally or by mail at his last-known post-office address at least sixty days prior to such meeting, guarantee the bonds of any other domestic corporation engaged in the same general line of business.

§ 41. **Subscriptions to stock.**—If the whole capital stock shall not have been subscribed at the time of filing the certificate of incorporation, the directors named in the certificate may open books of subscription to fill up the capital stock in such places, and after giving such notices as they may deem expedient, and may continue to receive subscriptions until the whole capital stock is subscribed. At the time of subscribing, every subscriber, whose subscription is payable in money, shall pay to the directors ten per centum upon the amount subscribed by him in cash, and no such subscription shall be received or taken without such payment.

§ 42. **Consideration for issue of stock and bonds.**—No corporation shall issue either stock or bonds except for money, labor done or property actually received for the use and lawful purposes of such corporation. No such stock shall be issued for less than its par value.

No such bonds shall be issued for less than the fair market value thereof.

§ 43. **Time of payment of subscriptions to stock.**—Subscriptions to the capital stock of a corporation shall be paid at such times and in such installments as the board of directors may by resolution require. If default shall be made in the payment of any installment as required by such resolution, the board may declare the stock and all previous payments thereon forfeited for the use of the corporation, after the expiration of sixty days from the service on the defaulting stockholder, personally or by mail directed to him at his last-known post-office address, of a written notice requiring him to make payment within sixty days from the service of the notice at a place specified therein, and stating that, in case of failure to do so,

his stock and all previous payments thereon will be forfeited for the use of the corporation.

Such stock, if forfeited, may be reissued or subscriptions therefor may be received as in the case of stock not issued or subscribed for. If not sold for its par value or subscribed for within six months after such forfeiture, it shall be canceled and deducted from the amount of the capital stock: If by such cancellation, the amount of the capital stock is reduced below the minimum required by law, the capital stock shall be increased to the required amount within three months thereafter or an action may be brought or proceedings instituted to close up the business of the corporation as in the case of an insolvent corporation. If a receiver of the assets of the corporation has been appointed, all unpaid subscriptions to the stock shall be paid at such times and in such installments as the receiver or the court may direct.

§ 44. **Increase or reduction of capital stock.**—Any domestic corporation may increase or reduce its capital stock in the manner herein provided, but not above the maximum or below the minimum amount, if any, prescribed by law. If increased, the holders of the additional stock issued shall be subject to the same liabilities with respect thereto as are provided by law in relation to the original capital; if reduced, the amount of its debts and liabilities shall not exceed the amount of its reduced capital, unless an insurance corporation in which case the amount of its debts and liabilities shall not exceed the amount of its reduced capital and other assets. The owner of any stock shall not be relieved from any liability existing prior to the reduction of the capital stock of any stock corporation.

§ 45. **Notice of meeting to increase or reduce capital stock.**—Every such increase or reduction must be authorized by a vote of the stockholders owning at least two-thirds of the stock of the corporation, taken at a meeting of the stockholders specially called for that purpose. Notice of the meeting, stating the time, place and object, and the amount of the increase or reduction proposed, signed by a majority of the directors, shall be published once a week, for at least two successive weeks, in a newspaper in the county where its principal business office is located, if any is published therein, and a copy of such notice shall be personally served upon or duly mailed to each stockholder or member at his last-known post-office address at least three weeks before the meeting.

§ 46. **Conduct of such meeting; certificate of increase or reduction.**—If, at the time and place specified in the notice, the stockholders shall appear in person or by proxy, in numbers representing



at least two-thirds of all the shares of stock, they shall organize by choosing from their number a chairman and secretary, and take a vote of those present in person or by proxy, and if a sufficient number of votes shall be given in favor of such increase or reduction, a certificate of the proceedings, showing a compliance with the provisions of this chapter, the amount of capital actually paid in, the whole amount of debts and liabilities of the corporation, and the amount of the increased or reduced capital stock, shall be made, signed, verified and acknowledged by the chairman and secretary of the meeting, and filed in the office of the clerk of the county where its principal place of business shall be located, and a duplicate thereof in the office of the secretary of state. In case of a reduction of the capital stock, except of a railroad corporation, or a monied corporation, such certificate shall have indorsed thereon the approval of the comptroller, to the effect that the reduced capital is sufficient for the proper purposes of the corporation, and is in excess of its debts and liabilities, and in case of the increase, or reduction of the capital stock of a railroad corporation, or a monied corporation, the certificate shall have indorsed thereon the approval of the board of railroad commissioners, if a railroad corporation ; of the superintendent of banks, if a corporation formed under or subject to the banking law ; and of the superintendent of insurance, if an insurance corporation.

When the certificate herein provided for has been filed, the capital stock of such corporation shall be increased or reduced, as the case may be, to the amount specified in such certificate. The proceedings of the meeting at which such increase or reduction is voted, shall be entered upon the minutes of the corporation. If the capital stock is reduced, the amount of capital over and above the amount of the reduced capital shall be returned to the stockholders pro rata at such times and in such manner as the directors shall determine.

**§ 47. Preferred and common stock.**—Every domestic stock corporation may have preferred and common stock, and different classes of preferred stock, if the certificate of incorporation so provides or by the unanimous consent of the stockholders, and may, upon the written request of the holder of any preferred stock, by a two-thirds vote of its directors, exchange the same for common stock, and issue certificates for common stock therefor, share for share, or upon such other valuation as may have been agreed upon in the scheme for the organization of such corporation, or the issue of such preferred stock, but the total amount of such capital stock shall not be increased thereby.

§ 48. **Prohibited transfers to officers or stockholders.**—No corporation which shall have refused to pay any of its notes or other obligations when due, in lawful money of the United States, nor any of its officers or directors, shall transfer any of its property to any of its officers, directors or stockholders, directly or indirectly, for the payment of any debt, or upon any other consideration than the full value of the property paid in cash. No conveyance, assignment or transfer of any property of any such corporation by it or by any officer, director or stockholder thereof, nor any payment made, judgment suffered, lien created or security given by it or by any officer, director or stockholder when the corporation is insolvent or its insolvency is imminent, with the intent of giving a preference to any particular creditor over other creditors of the corporation shall be valid.

Every person receiving by means of any such prohibited act or deed any property of the corporation shall be bound to account therefor to its creditors or stockholders or other trustees.

No stockholder of any such corporation shall make any transfer or assignment of his stock therein to any person in contemplation of its insolvency. Every transfer or assignment or other act done in violation of the foregoing provisions of this section shall be void.

No conveyance, assignment or transfer of any property of a corporation formed under or subject to the banking law, exceeding in value one thousand dollars shall be made by such corporation, or by any officer or director thereof, unless authorized by a previous resolution of its board of directors, except promissory notes or other evidences of debt issued or received by the officers of the corporation in the transaction of its ordinary business and except payments in specie or other current money or in bank bills made by such officers. No such conveyance, assignment or transfer shall be void in the hands of a purchaser for a valuable consideration without notice.

Every director or officer of a corporation who shall violate or be concerned in violating any provision of this section, shall be personally liable to the creditors and stockholders of the corporation of which he shall be director or an officer to the full extent of any loss they may respectively sustain by such violation.

§ 49. **Payment by stockholders of mortgage debt pending foreclosure.**—Whenever default shall be made by any corporation in the payment of principal or interest of any of its bonds secured by mortgage or deed of trust of its property, any stockholder may at any time during the pendency of the foreclosure of such mortgage or deed of trust and before the sale thereunder pay to



the mortgagees or grantees in such mortgage or deed, for the use and benefit of the holders of such bonds, a sum equal to such proportion of the amount due and secured to be paid by such mortgage or deed, as his stock in such corporation shall bear to its whole capital stock, and on making such payment he shall to the extent thereof become and be interested in such mortgage or deed and protected thereby.

§ 50. **Application to court to order issue of new in place of lost certificate of stock.**—The owner of a lost or destroyed certificate of stock, if the corporation shall refuse to issue a new certificate in place thereof, may apply to the supreme court, at any special term held in the district where he resides, or in which the principal business office of the corporation is located, for an order requiring the corporation to show cause why it should not be required to issue a new certificate in place of the one lost or destroyed. The application shall be by petition, duly verified by the owner, stating the name of the corporation, the number and date of the certificate, if known, or if it can be ascertained by the petitioner; the number of shares named therein, to whom issued, and as particular a statement of the circumstances attending such loss or destruction as the petitioner can give. Upon the presentation of the petition the court shall make an order requiring the corporation to show cause, at a time and place therein mentioned, why it should not issue a new certificate of stock in place of the one described in the petition. A copy of the petition and order shall be served on the president or other head of the corporation, or on the secretary or treasurer thereof, personally, at least ten days before the time for showing cause.

§ 51. **Order of court upon such application.**—Upon the return of the order, with proof of due service thereof, the court shall, in a summary manner, and in such mode as it may deem advisable, inquire into the truth of the facts stated in the petition, and hear the proofs and allegations of the parties in regard thereto, and if satisfied that the petitioner is the lawful owner of the number of shares, or any part thereof, described in the petition, and that the certificate therefor has been lost or destroyed, and cannot after due diligence be found, and that no sufficient cause has been shown why a new certificate should not be issued, it shall make an order requiring the corporation, within such time as shall be therein designated, to issue and deliver to the petitioner a new certificate for the number of shares specified in the order, upon depositing such security, or filing a bond in such form and with such sureties as to the court shall appear sufficient to indemnify any person other than the petitioner

who shall thereafter be found to be the lawful owner of the certificate lost or destroyed; and the court may direct the publication of such notice, either before or after making such order as it shall deem proper. Any person claiming any rights under the certificates alleged to have been lost or destroyed shall have recourse to such indemnity, and the corporation shall be discharged from all liability to such person upon compliance with such order; and obedience to the order may be enforced by attachment against the officer or officers of the corporation on proof of his or their refusal to comply with it.

§ 52. **Financial statement to stockholders.**—Stockholders owning five per centum of the capital stock of any corporation other than a monied corporation, not exceeding one hundred thousand dollars, or three per centum where it exceeds one hundred thousand dollars, may make a written request to the treasurer or chief fiscal officer thereof, for a statement of its affairs, under oath, embracing a particular account of all its assets and liabilities, and the treasurer shall make such statement and deliver it to the person presenting the request within thirty days thereafter, and keep on file for twelve months thereafter a copy of such statement, which shall at all times during business hours be exhibited to any stockholder demanding an examination thereof; but the treasurer or such chief fiscal officer shall not be required to deliver more than one such statement in any one year. The supreme court, or any justice thereof, may upon application, for good cause shown, extend the time for making and delivering such certificate. For every neglect or refusal of the treasurer or other chief fiscal officer thereof to comply with the provisions of this section he shall forfeit and pay to the person making such request the sum of fifty dollars, and the further sum of ten dollars for every twenty-four hours thereafter until such statement shall be furnished.

§ 53. **Exhibition of books by transfer agent of foreign corporation.**—The transfer agent in this state of any foreign corporation whether such agent shall be a corporation or a natural person, shall, at all times during the usual hours of transacting business, exhibit to any stockholder of such corporation, when required by him, the transfer book, and a list of the stockholders thereof, if in his power to do so, and for every violation of the provisions of this section, such agent, or any officer or clerk of such agent, shall forfeit the sum of two hundred and fifty dollars, to be recovered by the person to whom such refusal was made.



§ 54. **Liabilities of stockholders.**—The stockholders of every stock corporation shall, jointly and severally, be personally liable to its creditors, to an amount equal to the amount of the stock held by them respectively, for every debt of the corporation, until the whole amount of its capital stock issued and outstanding at the time such debt was incurred shall have been fully paid. The stockholders of every stock corporation shall, jointly and severally be personally liable for all debts due and owing to any of its laborers, servants or employes other than contractors, for services performed by them for such corporation. Before such laborer, servant or employe shall charge such stockholder for such services, he shall give him notice in writing, within thirty days after the termination of such services that he intends to hold him liable, and shall commence an action therefor within thirty days after the return of an execution unsatisfied against the corporation upon a judgment recovered against it for services. No person holding stock in any corporation as collateral security, or as executor, administrator, guardian or trustee, unless he shall have voluntarily invested the trust funds in such stock, shall be personally subject to liability as a stockholder; but the person pledging such stock shall be considered the holder thereof, and shall be liable as stockholder; and the estates and funds in the hands of such executor, administrator, guardian or trustee shall be liable in the like manner and to the same extent as the testator or intestate, or the ward, or person interested in such trust fund would have been, if he had been living and competent to act and held the same stock in his own name, unless it appears that such executor, administrator, guardian or trustee voluntarily invested the trust funds in such stocks, in which case he shall be personally liable as a stockholder.

§ 55. **Limitation of stockholder's liability.**—No action shall be brought against a stockholder for any debt of the corporation until judgment therefor has been recovered against the corporation, and an execution thereon has been returned unsatisfied in whole or in part, and the amount due on such execution shall be the amount recoverable, with costs against the stockholder. No stockholder shall be personally liable for any debt of the corporation not payable within two years from the time it is contracted, nor unless an action for its collection shall be brought against the corporation within two years after the debt becomes due; and no action shall be brought against a stockholder after he shall have ceased to be a stockholder, for any debt of the corporation, unless brought within two years from the time he shall have ceased to be a stockholder.

## THE RAILROAD LAW,

Being chapter 565 of the Laws of 1890, as amended by chapters 362 and 367 of the Laws of 1891, and by chapters 306, 460, 534, 676 700 and 702 of the Laws of 1892.

AN ACT in relation to railroads, constituting chapter thirty-nine of the general laws.

## CHAPTER XXXIX OF THE GENERAL LAW.

## THE RAILROAD LAW.

- ARTICLE 1. Organization; general powers; location (§§ 1-21).  
 2. Construction; operation; management (§§ 30-59).  
 3. Consolidation; lease; sale; reorganization (§§ 70-83).  
 4. Street surface railroads (§§ 90-110).  
 5. Other railroads in cities and counties (§§ 120-142).  
 6. Board of railroad commissioners (§§ 150-171).

## ARTICLE I.

## ORGANIZATION, GENERAL POWERS, LOCATION.

## SECTION 1. Short title.

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3. Supplemental certificate.
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18. Additional corporate powers of such road.
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21. When electric light and power corporation may become a railroad corporation.
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**SECTION 1. Short title.** — This chapter shall be known as the railroad law.

**§ 2. Incorporation.** — Fifteen or more persons may become a corporation, for the purpose of building, maintaining and operating a railroad, or of maintaining and operating a railroad already built, not owned by a railroad corporation, or for both purposes, by executing, acknowledging and filing a certificate, in which shall be stated:

1. The name of the corporation.
2. The number of years it is to continue.
3. The kind of road to be built or operated.
4. Its length and termini.
5. The name of each county in which any part of it is to be located.
6. The amount of capital stock, which shall not be less than ten thousand dollars for every mile of road built, or proposed to be built, except a narrow-gauge road, when it shall not be less than three thousand dollars for every such mile.
7. The number of shares into which the capital stock is to be divided.
8. If the capital stock is to consist of common and preferred stock, the amount of each class and the rights and privileges of the latter over the former.
9. The names and post-office addresses of the directors of the corporation, not less than nine, who shall manage its affairs for the first year.
10. The place where its principal office is to be located.
11. If a street surface railroad, the names and description of the streets, avenues and highways in which the road is to be constructed.
12. If it is to be a railway corporation, specified in article five of this chapter, the statements required by that article to be inserted in the certificate of incorporation.

13. The name and post-office address of each subscriber to the certificate and the number of shares of stock he agrees to take.

Such certificate shall have indorsed thereon, or annexed thereto, to be taken as a part thereof, an affidavit of at least three of such direct-

ors that at least ten per cent of the minimum amount of capital stock authorized by law has been subscribed thereto, and paid in good faith and in cash to the directors named in the certificate, and that it is intended in good faith to build, maintain and operate the road mentioned therein. In case of a railway corporation specified in article five of this chapter, the affidavit of the directors shall show that the full amount of such capital stock has been in good faith subscribed, and there shall be annexed to the certificate of incorporation and as a part thereof the certificate of the railroad commissioners showing the organization of the corporation for the purposes mentioned in the certificate.

The filing of every certificate, where the amount of stock required by this section has not been in good faith subscribed and paid in cash, shall be void. (*Thus amended by chap. 676, Laws 1892.*)

§ 3. **Supplemental certificate.**—If the names and places of residence of the directors of the corporation have been omitted from the certificate, when executed and acknowledged, and thereafter the requisite number of directors has been chosen at a meeting of the subscribers to the certificate, a supplemental certificate, containing their names and places of residence, may be filed with such certificate with the same force and effect as if the names and places of residence of the directors had been originally inserted therein.

§ 4. **Additional powers conferred.**—Subject to the limitations and requirements of this chapter, every railroad corporation, in addition to the powers given by the general and stock corporation laws, shall have power:

1. **Entry upon lands for purposes of survey.**—To cause the necessary examination and survey for its proposed railroad to be made for the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, to enter upon any lands or waters subject to liability to the owner for all damages done.

2. **Acquisition of real property.**—To take and hold such voluntary grants of real estate and other property as shall be made to it to aid in the construction, maintenance and accommodation of its railroad; and to acquire by condemnation such real estate and property as may be necessary for such construction, maintenance and accommodation in the manner provided by law, but the real property acquired by condemnation shall be held and used only for the purposes of the corporation during the continuance of the corporate existence.



3. **Construction of road.**—To lay out its road not exceeding six rods in width, and to construct the same; and, for the purpose of cuttings and embankments, to take such additional lands as may be necessary for the proper construction and security of the road; and to cut down any standing trees that may be in danger of falling on the road, upon making compensation therefor.

4. **Intersection of streams, highways, plank-roads, turn-pikes and canals.**—To construct its road across, along or upon any stream, water-course, highway, plank-road, turnpike, or across any of the canals of the State, which the route of its road shall intersect or touch.

5. **Intersection of other railroads.**—To cross, intersect, join, or unite its railroad with any other railroad before constructed, at any point on its route and upon the ground of such other railroad corporation, with the necessary turnouts, sidings, switches and other conveniences in furtherance of the objects of its connections.

6. **Buildings and stations.**—To erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and use of its passengers, freight and business.

7. **Transportation of persons and property.**—To take and convey persons and property on its railroad by the power or force of steam or of animals, or by any mechanical power, except where such power is specially prescribed in this chapter, and to receive compensation therefor.

8. **Time and manner of transportation.**—To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor.

9. **Purchase of lands and stock in other states.**—To acquire and dispose of any real property in any other State through which any part of its railroad is operated, and stock in any foreign corporation owning lands in another state for the purpose of securing for such railroad corporation in this state a permanent supply of fuel for its use, and stock of corporations in this state, formed for the purpose of erecting union railway depots.

10. From time to time to borrow such sums of money as may be necessary for completing and finishing or operating its railroad and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its property and franchises to secure the payment of any debts contracted by the company for the purposes aforesaid. (*Thus amended by chap. 676, Laws 1892.*)

§ 5. **When corporate powers to cease.**— If any domestic railroad corporation shall not, within five years after its certificate of incorporation is filed, begin the construction of its road and expend thereon ten per cent of the amount of its capital, or shall not finish its road and put it in operation in ten years from the time of filing such certificate, its corporate existence and powers shall cease.

§ 6. **Location of route.**— Every railroad corporation, except a street surface railroad corporation and an elevated railway corporation, before constructing any part of its road in any county named in its certificate of incorporation, or instituting any proceedings for the condemnation of real property therein, shall make a map and profile of the route adopted by it in such county, certified by the president and engineer of the corporation or a majority of the directors, and file it in the office of the clerk of the county in which the road is to be made. The corporation shall give written notice to all actual occupants of the lands over which the route of the road is so designated, and which has not been purchased by or given to it, of the time and place such map and profile were filed, and that such route passes over the lands of such occupants. Any such occupant or the owner of the land aggrieved by the proposed location, may, within fifteen days after receiving such notice, give ten days' written notice to such corporation and to the owners or occupants of lands to be affected by any proposed alteration, of the time and place of an application to a justice of the supreme court, in the judicial district where the lands are situated, by petition duly verified, for the appointment of commissioners to examine the route.

The petition shall state the objections to the route designated, shall designate the route to which it is proposed to alter the same, and shall be accompanied with a survey, map and profile of the route designated by the corporation, and of the proposed alteration thereof, and copies thereof shall be served upon the corporation and such owners or occupants with the notice of the application. The justice may, upon the hearing of the application, appoint three disinterested persons, one of whom must be a practical civil engineer, commissioners to examine the route proposed by the corporation, and the route to which it is proposed to alter the same, and after hearing the parties, to affirm the route originally designated, or adopt the proposed alteration thereof, as may be consistent with the just rights of all parties and the public, including the owners or occupants of lands upon the proposed alteration; but no alteration of the route shall be made except by the concurrence of the commissioner, who is a



practical civil engineer, nor which will cause greater damage or injury to lands or materially greater length of road than the route designated by the corporation, nor which shall substantially change the general line adopted by the corporation.

The commissioners shall, within thirty days after their appointment, make and certify their written determination, which with the petition, map, survey and profile, and any testimony taken before them shall be immediately filed in the office of the county clerk of the county. Within twenty days after such filing, any party may, by written notice to the other, appeal to the general term of the supreme court from the decision of the commissioners, which appeal shall be heard and decided at the next term held in the department in which the lands of the petitioners or any of them are situated, for which the same can be noticed, according to the rules and practice of the court. On the hearing of such appeal, the court may affirm the route proposed by the corporation or may adopt that proposed by the petitioner.

The commissioners shall each be entitled to six dollars per day for their services, and to their reasonable and necessary expenses, to be paid by the persons who applied for their appointment. If the route of the road, as designated by the corporation, is altered by the commissioners, or by the order of the court, the corporation shall refund to the petitioner the amount so paid, unless the decision of the commissioners is reversed upon appeal taken by the corporation. No such corporation shall institute any proceedings for the condemnation of real property in any county until after the expiration of fifteen days from the service by it of the notice required by this section. Every such corporation shall transmit to the board of railroad commissioners the following maps, profiles and drawings exhibiting the characteristics, of their road, to wit: A map or maps showing the length and direction of each straight line; the length and radius of each curve; the point of crossing of each town and county line, and the length of line of each town and county accurately determined by measurements to be taken after the completion of the road.

Whenever any part of the road is completed and used, such maps and profiles of such completed part shall be filed with such board within three months after the completion of any such portion and the commencement of its operation; and when any additional portion of the road shall be completed and used, other maps shall be filed within the same period of time, showing the additional parts so completed. If the route, as located upon the map and profile filed in the office of any county clerk, shall have been changed, it shall also cause

a copy of the map and profile filed in the office of the railroad commissioners, so far as it may relate to the location in such county, to be filed in the office of the county clerk. (*Thus amended by chap. 676, Laws 1892.*)

§ 7. **Acquisition of title to real property.**—All real property, required by any railroad corporation for the purpose of its incorporation, shall be deemed to be required for a public use. If the corporation is unable to agree for the purchase of any real property, or of any right, interest or easement therein, required for such purpose, or if the owner thereof shall be incapable of selling the same, or if after diligent search and inquiry the name and residence of such owner can not be ascertained, it shall have the right to acquire title thereto by condemnation. It shall also have such right in the following cases:

1. Where title to real property has been acquired, or attempted to be acquired, and has been found to be invalid or defective.

2. Where its railroad shall be lawfully in possession of a lessee, mortgagee, trustee or receiver, and additional real property shall be required for the purpose of running or operating such railroad.

3. Where it shall require any further rights to lands or the use of lands for switches, turnouts, or for filling any structures of its road, or for constructing, widening or completing any of its embankments or roadbeds, by means of which greater safety or permanency may be secured, and such lands shall be contiguous to such railroad and reasonably accessible to the place where the same are to be used for such purpose or purposes.

4. Where it shall require any further right to lands or to the use of lands for the flow of water occasioned by railroad embankments or structures now in use, or hereafter rendered necessary, or for any other purpose necessary for the operation of such railroad, or for any right to take and convey water from any spring, pond, creek or river to such railroad, for the uses and purposes thereof, together with the right to build or lay aqueducts or pipes for the purpose of conveying such water, and to take up, relay and repair the same, or for any right of way required for carrying away or diverting any water, stream or floods from such railroad for the purpose of protecting its road or for the purpose of preventing any embankment, excavation or structure of such railroad from injuring the property of any person who may be rendered liable to injury thereby.

Waters commonly used for domestic, agricultural or manufacturing purposes, shall not be taken by condemnation to such an extent as to



injuriously interfere with such use in the future. No railroad corporation shall have the right to acquire by condemnation any right or easement in or to any real property owned or occupied by any other railroad corporation, except the right to intersect or cross the tracks and lands owned or held for right of way by such other corporation without appropriating or affecting any lands owned or held for depots or gravel-beds. (*Thus amended by chap. 676, Laws 1892.*)

§ 8. **Railroads through public lands.**—The commissioners of the land office may grant to any domestic railroad corporation any land belonging to the people of the state, except the reservation at Niagara and the Concourse lands on Coney island, which may be required for the purposes of its road on such terms as may be agreed on by them; or such corporation may acquire title thereto by condemnation; and the county or town officers having charge of any land belonging to any county or town, required for such corporation for the purpose of its road, may grant such land to the corporation for such compensation as may be agreed upon.

§ 9. **Railroads through Indian lands.**—Any railroad corporation may contract with the chiefs of any nation of Indians, over whose lands it may be necessary to construct its railroad, for the right to make such road upon such lands, but such contract shall not vest in the corporation the fee to the land, nor the right to occupy the same for any purposes other than may be necessary for the construction, occupancy and maintenance of such railroad, and such contract shall not be valid or effectual until it shall be ratified by the county court of the county where the land shall be situated.

§ 10. **Railroads through Chautauqua assembly grounds.**—No railroad corporation shall build, construct or operate any railroad in, upon, over or through the grounds, lands or premises owned by the Chautauqua assembly corporation in the town and county of Chautauqua, without the written consent of a majority of the board of trustees of such assembly corporation.

§ 11. **Intersection of highways, additional lands for.**—No railroad corporation shall erect any bridge or other obstruction across, in or over any stream or lake, navigated by steam or sail boats at the place where it may be proposed to be erected, nor shall it construct its road in, upon or across any street of any city without the assent of the corporation of such city, nor across, upon or along any highway in any town or street in any incorporated village, with-

out the order of the supreme court of the district in which such highway or street is situated, made at a special term thereof, after at least ten days' written notice of the intention to make application for such order shall have been given to the commissioners of highways of such town, or board of trustees of the village in which such highway or street is situated. Every railroad corporation which shall build its road along, across or upon any stream, watercourse, street, highway, plankroad or turnpike, which the route of its road shall intersect or touch, shall restore the stream or watercourse, street, highway, plankroad and turnpike, thus intersected or touched, to its former state, or to such state as not to have unnecessarily impaired its usefulness, and any such highway, turnpike or plankroad may be carried by it, under or over its track, as may be found most expedient. Where an embankment or cutting shall make a change in the line of such highway, turnpike or plankroad desirable, with a view to a more easy ascent or descent, it may construct such highway, turnpike or plankroad, on such new line as its directors may select, and may take additional lands therefor by condemnation if necessary. Such lands so taken shall become part of such intersecting highway, turnpike or plankroad, and shall be held in the same manner and by the same tenure as the adjacent parts of the highway, turnpike or plankroad are held for highway purposes. Every railroad corporation shall pay all damages sustained by any turnpike or plankroad corporation in consequence of its crossing or occupation of any turnpike or plankroad, and in case of inability to agree upon the amount of such damages it may acquire the right to such crossing or occupation by condemnation.

§ 12. **Intersection of other railroads.**—Every railroad corporation, whose road is or shall be intersected by any new railroad, shall unite with the corporation owning such new railroad in forming the necessary intersections and connections, and grant the requisite facilities therefor. If the two corporations can not agree upon the amount of compensation to be made therefor or upon the line or lines, grade or grades, points or manner of such intersections and connections, the same shall be ascertained and determined by commissioners, one of whom must be a practical civil engineer and surveyor, to be appointed by the court, as is provided in the condemnation law. Such commissioners may determine whether the crossing or crossings of any railroad before constructed shall be beneath, at, or above the existing grade of such railroad, and upon the route designated upon the map of the corporation seeking the crossing or otherwise. All



railroad corporations whose roads are or shall hereafter be so crossed, intersected or joined, shall receive from each other and forward to their destination all goods, merchandise and other property intended for points on their respective roads, with the same dispatch as, and at a rate of freight not exceeding the local tariff rate charged for similar goods, merchandise and other property, received at or forwarded from the same point for individuals and other corporations. (*Thus amended by chap. 676, Laws 1892.*)

§ 13. **Change of route, grade or terminus.**—Every railroad corporation, except elevated railway corporations, may, by a vote of two-thirds of all its directors, alter or change the route or any part of the route of its road or its termini, or locate such route, or any part thereof, or its termini, in a county adjoining any county named in its certificate of incorporation, if it shall appear to them that the line can be improved thereby, upon making and filing in the clerk's office of the proper county a survey, map and certificate of such alteration or change. If the same is made after the corporation has commenced grading the original route, compensation shall be made to all persons for injury done by such grading to any lands donated to the corporation. But neither terminus can be changed, under this section, to any other county than one adjoining that in which it was previously located; nor can the route or terminus of any railroad be so changed in any town, county or municipal corporation, which has issued bonds and taken any stock or bonds in aid of the construction of such railroad without the written consent of a majority of the taxpayers appearing upon the last assessment-roll of such town, county or municipal corporation, unless such terminus, after the change, will remain in the same village or city as theretofore. No alteration of the route of any railroad after its construction shall be made, or new line or route of road laid out or established, as provided in this section, in any city or village, unless approved by a vote of two-thirds of the common council of the city or trustees of the village. Any railroad corporation whose road as located terminates at any railroad previously constructed or located, whereby communication might be had with any incorporated city of the state, may amend its certificate of incorporation so as to terminate its road at the point of its intersection with any railroad subsequently located to intersect it, and thereby, by itself or its connections, afford communication with such city, with the consent of the stockholders owning two-thirds of the stock of the corporation. Any railroad corporation may, by a vote of its directors, change the grade

of any part of its road, except in the city of Buffalo, in such manner as it may deem necessary to avoid accidents and to facilitate the use of such road; and it may by such vote alter the grade of its road, for such distance and in such manner as it may deem necessary, on each or either side of the place where the grade of its road has been changed by direction of the superintendent of public works, at any point where its road crosses any canal or canal feeder, except in the city of Buffalo. The superintendent of public works shall have a general and supervisory power over that part of any railroad which passes over, or approaches within ten rods of, any canal or feeder belonging to the state so far as may be necessary to preserve the free and perfect use of such canals or feeders, or to make any repairs, improvements or alterations in the same. Any railroad corporation whose tracks cross any of the canals of the state, and the grade of which may be raised by direction of the superintendent of public works, with the assent of such superintendent, may lay out a new line of road to cross such canal at a more favorable grade, and may extend such new line and connect the same with any other line of road owned by such corporation, upon making and filing in the clerk's office of the proper county a survey map and certificate of such new or altered line. No portion of the track of any railroad, as described in its certificate of incorporation, shall be abandoned under this section. (*Thus amended by chap. 676, Laws 1892.*)

§ 14. **Construction of part of line in another state.** — Any railroad corporation, whose proposed railroad is to be built between any two points in this State, may, by a vote of two-thirds of all its directors, locate and construct a part of its road in an adjoining state, and the sections of its road within this state shall be deemed a connected line, according to the certificate of incorporation, and the directors may reduce the capital stock of the corporation to such amount as may be deemed proper, but not less than ten thousand dollars per mile for the number of miles of roads to be actually constructed in this state.

§ 15. **Two roads having the same location.** — If two railroad corporations for a portion of their respective lines embrace the same location of line, or if their lines connect, or are tributary to each other, such corporations may by agreement provide for the construction by one of them of so much of such line as is common to both, or connects with its own line, and for the manner and terms upon which the business thereon shall be performed, and the corporation that is not to construct the part of the line which is common to both, may amend



its certificate of incorporation, and terminate its line at the point of intersection, and may reduce its capital to a sum not less than ten thousand dollars for each mile of road proposed to be constructed in such amended certificate.

§ 16. **Tunnel railroads.** — When, according to the route and plan for the building of its road, adopted by any railroad corporation, including corporations organized under chapter one hundred and forty of the laws of eighteen hundred and fifty, and the acts amendatory thereof and supplementary thereto, it shall be necessary or proper to build it or any part of it underground, or to tunnel or bridge any river or waters, such corporation may enter upon, acquire title to and use such lands under water and uplands, except on or along any canals of the state, as shall be necessary for the purposes herein mentioned, and may construct, erect and secure the necessary foundations and other structures which may be required for operating and maintaining such road or connecting the same with another, and to acquire, in the manner provided by law, such lands or rights or easements in lands along its route, upon, over or beneath the surface thereof as may be necessary for the construction of its road and making such connections. Where such road runs underneath the ground, at such depth as to enable the corporation to tunnel the same, such tunnel shall be so built and at all times kept in such condition as to make the surface of the ground above same and in the neighborhood thereof firm and safe for buildings and other erections thereon and if surface excavations are made the surface shall be restored to its former condition as soon as can be done, except so far as may be actually required for ventilation of the tunnel beneath the same or access thereto. Such road or any part of it may be built within the limits of any city or incorporated village of this state and run by means of a tunnel underneath any of the streets, roads or public places thereof, provided such corporation shall, before constructing the same underneath any such street, road or public place have obtained the consent of the owners of one-half in value of the property bounded on the line of such street, road or public place, and the consent of the board of trustees of the village, by a resolution adopted at a regular meeting and entered on the records of the board, or of the proper authorities of the city having control of such streets, roads or public places. If the consent of such property-owners can not be obtained, the general term of the supreme court in the district in which said city or village or any part thereof is situated, may upon application appoint three commissioners, who shall determine, after

a hearing of all parties interested, whether such railroad ought to be built underneath such streets, roads or public places, or any of them, and in what manner the same may be so built with the least damage to the surface, and to the use of the surface by the public, and the determination of the commissioners confirmed by the court may be taken in lieu of the consent of the property-owners. All railroad corporations constructing their road under this section shall be subject to all the provisions of this chapter applicable thereto. Any other railroad corporation may connect its road therewith, at such points or places as it may elect, and where such connections shall be made by connecting roads, the railroad corporations owning such roads shall build, at their joint expense, and for their joint use, such passenger and freight depots, and other accommodations for handling passengers and freight, as may be required for the convenience of the public. All railroad corporations, constructing any tunnel under this section, shall be liable to any person or corporation for all damages which may be sustained by reason of the construction of such tunnel. Whenever it shall be necessary in constructing any railroad authorized by this section through any city or incorporated village, to alter the position or course of any sewer, or water or gas pipes, it shall be done at the expense of the railroad corporation under the direction of the department or corporation having charge thereof, so as not to interfere with such work. In all cases the use of streets, docks and lands beneath which such railroad is constructed, and on the route thereof and the right of way beneath the same, for the purpose of such railroad, shall be considered, and is hereby declared, a public use, consistent with and one of the uses for which streets and docks are publicly held. No public park or square in any city or village of this State shall be used or occupied by any corporation for any of the purposes of this section, and every road constructed hereunder in or through any such street or public place shall be wholly underground and constructed in a tunnel and not otherwise, but nothing in this section shall apply to the county of Kings nor shall operate to revive any charter or franchise heretofore granted by or in the city of Brooklyn. (*Thus amended by chaps. 676 and 702, Laws 1892.*)

§ 17. **Railroads in foreign countries.**—A railroad corporation may be formed under this chapter for the purpose of constructing maintaining and operating in any foreign country a railroad for public use in the transportation of persons and property, or for the purpose of maintaining and operating therein any railroad already constructed, in whole or in part, for the like public use, and of



constructing, maintaining and operating, in connection therewith, telegraph lines and lines of steamboats or sailing vessels. Any corporation formed for the construction and operation of a railroad by stationary power, may construct, operate and maintain a railroad in any other state or country, if not in conflict with the laws thereof, but the assent of the inventors or patentees of the method of propulsion used must be first obtained in the same manner and to the same extent as would be necessary within the United States. (*Thus amended by chap. 676, Laws 1892.*)

§ 18. **Additional corporate powers of such road.**—The corporation specified in the preceding section shall have the following additional powers:

1. To expend money in making preliminary examinations and surveys for its proposed railroad, telegraph lines, and lines of steamboats and sailing vessels, and in acquiring from foreign countries, nations or governments, the grants, concessions and privileges herein authorized.

2. To take and receive from foreign countries, nations and governments, such grants, concessions or privileges, for the construction, acquisition, maintenance and operation of railroads, telegraph lines and vessels, as may be consistent with the purposes of the corporation, and as may be granted and conceded to it, and to hold the same, under such restrictions and with such duties and liabilities as may be fixed by the laws of such foreign country, nation or government, or as may be annexed to such grants or concessions.

3. To construct, acquire, maintain and operate the lines of railroad, telegraph and shipping provided for by its certificate of incorporation, and to take and hold by purchase or by voluntary grant such real estate and other property in foreign countries as may be necessary and convenient for the construction, maintenance and accommodation of such lines, and to sell, convey, mortgage or lease such real estate or other property; and to acquire by purchase or otherwise any railroad or lines of telegraph constructed or in process of construction in any foreign country, and any grants, concessions, franchises, rights, privileges and immunities relating thereto, and to mortgage or sell and convey the same, or any part of its property to any person or corporation created by this or any other state or foreign government, subject to the laws of the country or countries where such property may be, and the power of sale hereby granted shall be exercised only by a majority of the entire board of directors of the corporation, with the written concurrence of the holders of two-thirds in amount of its capital stock.

4. To take and convey persons and property on its transportation lines by the power or force of steam or of animals, or by mechanical or other power, and receive compensation therefor subject to the laws of the place or country where the same are situated.

5. To acquire and use such real estate and other property in this state as may be necessary in the conduct of its business, but the value of such real estate held at any one time shall not exceed the sum of one million dollars.

§ 19. **Location of principal office of such road.**— Every such corporation shall maintain its principal office within this state and shall have, during business hours, an officer or agent upon whom service of process may be made, and shall hold in this state at least one meeting of the stockholders in each year for the choice of directors, which shall be known as the annual meeting and be held at the time and place fixed by the by-laws of the corporation. . (*Thus amended by chap. 676, Laws 1892.*)

§ 20. **Individual, joint stock association, or other corporation may lay down and maintain railroad tracks in certain cases.**— Any individual, joint stock association or corporation, engaged in any lawful business in this state, may, except in any city of the state, lay down and maintain such railroad tracks on or across any street or highway, not exceeding three miles in length, as shall be necessary for the transaction of its business, and to connect any place of business owned by them with the track of any railroad corporation, and render such place of business more accessible to the public, upon obtaining the written consent of the owners of all the lands bounded on and of the local authorities having control of that portion of the street or highway, upon which it is proposed to construct or operate such railroad. If the consent of such property owners can not be obtained, the general term of the supreme court of the department in which such railroad is to be constructed, may upon application, appoint three commissioners, who shall determine, after a hearing of all parties interested, whether such railroad ought to be constructed or operated, and the amount of damages, if any, to be paid to such property owners, and their determination confirmed by the court may be taken in lieu of the consent of the property owners. But no such railroad shall be so located, graded, built or operated as to interfere with or obstruct the traveled part of any highway, or its use as a highway, or the use of any street or highway intersecting the same.



§ 21. **When electric light and power corporation may become a railroad corporation.**— When all the stockholders of any domestic electric light and power company incorporated under a general law, having not less than five stockholders and actually carrying on business in this state, shall execute and file in the offices in which its original certificates of incorporation are filed an amended certificate of incorporation complying in every other respect than as to the number of signers and directors, who shall be not less than five, with the provisions of the railroad law, and in which certificate the corporate name of such corporation shall be amended by adding before the word “company” in its corporate name, the words “and railroad;” such corporation shall have the right to build, maintain and operate by electricity as a motive power, a railroad not exceeding twenty miles in length, and not a street surface railroad, and such corporation shall otherwise be subject to all the provisions of this chapter and have all the powers, rights and privileges conferred by it upon railroad corporations.

This section shall not apply to any railroad now located in whole or in part or hereafter to be so located in any city of the state. (*This section added to Railroad Law by chap. 676, Laws 1892.*)

\*§ 21. Any corporation, whose railroad is or shall be not longer than sixteen miles and is or shall be in large part intended for or used in summer travel or the convenience of summer sojourners need not operate its road beyond the months of June, July, August and September, inclusive. The motive power may be electricity. If the road be not longer than ten miles, such corporation may fix and collect fare for transporting each passenger, together with ordinary baggage, if any, not to exceed fifteen cents for each mile and fraction thereof. (*This section added to Railroad Law by chap. 700, Laws 1892.*)

## ARTICLE II.

### CONSTRUCTION, OPERATION AND MANAGEMENT.

SECTION 30. Liability of corporation to employes of contractor.

31. Weight of rail.

32. Fences, farm-crossings and cattle-guards.

33. Sign-boards and flagmen at crossings.

34. Notice of starting trains; no preferences.

35. Accommodation of connecting roads.

36. Locomotives must stop at grade crossings.

37. Rates of fare.

38. Legislature may alter or reduce fare.

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\* So in the original.

## SECTION 39. Penalty for excessive fare.

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## § 30. Liability of corporation to employes of contractor.—

An action may be maintained against any railroad corporation by any laborer for the amount due him from any contractor for the construction of any part of its road, for ninety or any less number of days' labor performed by him in constructing such road, if within twenty days thereafter a written notice shall have been served upon the corporation, and the action shall have been commenced after the expiration of ten days and within six months after the service of such notice, which shall contain a statement of the month and particular days upon which the labor was performed and for which it was unpaid, the price per day, the amount due, the name of the contractor from whom due, and the section upon which performed, and shall be signed by the laborer or his attorney and verified by him to the effect that of his own knowledge the statements contained in it are true. The notice shall be served by delivering the same to an engineer, agent or superintendent having charge of the section of the road, upon which the labor was performed, personally, or by leaving it at his office or



usual place of business with some person of suitable age or discretion; and if the corporation has no such agent, engineer or superintendent, or in case he can not be found and has no place of business open, service may in like manner be made on any officer or director of the corporation.

§ 31. **Weight of rail.**—The rail used in the construction or the relaying of the track of every railroad hereafter built or relaid in whole or in part shall be of iron on steel, weighing not less than twenty-five pounds to the lineal yard on narrow gauge roads, and on all other roads not less than fifty-six pounds to the lineal yard on grades of one hundred and ten feet to the mile or under, and not less than seventy pounds to the lineal yard on grades of over one hundred and ten feet to the mile, except for turnouts, sidings and switches.

§ 32. **Fences, farm-crossings and cattle-guards.**—Every railroad corporation, and any lessee or other person in possession of its road, shall, before the lines of its roads are opened for use, and so soon as it has acquired the right of way for its roadway erect and thereafter maintain fences on the sides of its road of height and strength sufficient to prevent cattle, horses, sheep and hogs from going upon its roads from the adjacent lands with farm crossings and openings with gates therein at such farm crossings whenever and wherever reasonably necessary for the use of the owners and occupants of the adjoining lands, and shall construct where not already done, and hereafter maintain, cattle-guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs from going upon its railroad. So long as such fences are not made, or are not in good repair, the corporation, its lessees or other person in possession of its road, shall be liable for all damages done by their agents or engines or cars to any domestic animals thereon. When made and in good repair, they shall not be liable for any such damages, unless negligently or willfully done. A sufficient post and wire fence of requisite height shall be deemed a lawful fence within the provisions of this section, but barbed wire shall not be used in its construction. No railroad need be fenced, when not necessary to prevent horses, cattle, sheep and hogs from going upon its track from the adjoining lands. Every adjoining landowner, who, or whose grantor, has received compensation for fencing the line of land taken for a railroad, and has agreed to build and maintain a lawful fence along such line, shall build and maintain such fence. If such owner, his heir or assign shall not build such fence, or if built, shall

neglect to maintain the same during the period of thirty days after he has been notified so to do by the railroad corporation, such corporation shall thereafter build and maintain such fence, and may recover of the person neglecting to build and maintain it the expense thereof. And when such railroad shall cross timbered or forest lands, the company shall construct and maintain suitable and sufficient crossings, whenever and wherever reasonably necessary to enable the respective owners of said lands, to transport logs, timber and lumber for manufacture or sale, or for banking on any stream, to be floated or driven down the same. In case of any neglect or dispute the supreme court may by mandamus or other appropriate proceedings, compel the same, and also fix the point or location of any such crossing. (*Thus amended by chap. 367, Laws 1891, and by chap. 676, Laws 1892.*)

§ 33. **Sign-boards and flagmen at crossings.**— Every railroad corporation shall cause boards to be placed, well supported and constantly maintained, across each traveled public road or street, where the same is crossed by its road at grade. They shall be elevated so as not to obstruct travel, and to be easily seen by travelers; and on each side shall be painted in capital letters, each at least nine inches in length and of suitable width, the words: "Railroad crossing; look out for the cars;" but such boards need not be put up in cities and villages, unless required by the officers having charge of the streets. At any point where a railroad crosses a street, highway, turnpike, plank-road, or traveled way at grade, or where a steam railroad crosses a horse railroad at grade, and the corporation owning or operating such railroad, refuses, upon request of the local authorities, to station a flagman or erect gates, to be opened and closed when an engine or train passes, the supreme court or the county court, may, upon the application of the local authorities and upon ten days' notice to the corporation, order that a flagman be stationed at such point, or that gates shall be erected thereat, and that a person be stationed to open and close them when an engine or train passes, or may make such other order respecting the same as it deems proper. Whenever the crossing by a railroad at grade of the streets, highways, turnpikes, plank-roads, or traveled ways of any village or city, having a population by the last state or federal enumeration of less than fifty thousand, shall be protected by gates with persons to open and close the same, when an engine or train passes, the local authorities of the city or village shall not impose any limitation, less than forty miles an hour, on the rate of speed at which such engine



or train shall be run, or enforce any existing limitation upon such rate of speed, less than forty miles an hour. (*Thus amended by chap. 676, Laws 1892.*)

§ 34. **Notice of starting trains ; no preferences.**—Every railroad corporation shall start and run its cars for the transportation of passengers and property at regular times, to be fixed by public notice, and shall furnish sufficient accommodations for the transportation of all passengers and property which shall be offered for transportation at the place of starting, within a reasonable time previously thereto, and at the junctions of other railroads, and at the usual stopping places established for receiving and discharging way passengers and freight for that train; and shall take, transport and discharge such passengers and property at, from and to, such places on the due payment of the fare or freight legally authorized therefor. No station established by any railroad corporation for the reception or delivery of passengers or property, or both, shall be discontinued without the consent of the board of railroad commissioners first had and obtained. No preference for the transaction of the business of a common carrier upon its cars, or in its depots or buildings, or upon its grounds, shall be granted by any railroad corporation to any one of two or more persons, associations or corporations competing in the same business, or in the business of transporting property for themselves or others. Any such station in an incorporated village shall have the same name as the village; if any road shall have more than one such station in any such village, the station nearest the geographical center thereof shall have such name. (*Thus amended by chap. 676, Laws 1892.*)

§ 35. **Accommodation of connecting roads.**—Every railroad corporation whose road, at or near the same place, connects with or is intersected by two or more railroads competing for its business, shall fairly and impartially afford to each of such connecting or intersecting roads equal terms of accommodation, privileges and facilities in the transportation of cars, passengers, baggage and freight over and upon its roads, and over and upon their roads, and equal facilities in the interchange and use of passenger, baggage, freight and other cars required to accommodate the business of each road, and in furnishing passage tickets to passengers who may desire to make a continuous trip over any part of its roads and either of such connecting roads. The board of railroad commissioners may, upon application of the corporation owning or operating either of the connecting or intersecting

roads, and upon fourteen days' notice to the corporation owning or operating the other road, prescribe such regulations as will secure, in their judgment, the enjoyment of equal privileges, accommodations and facilities to such connecting or intersecting roads as may be required to accommodate the business of each road, and the terms and conditions upon which the same shall be afforded to each road. The decision of the commissioners shall be binding on the parties for two years, and the supreme court shall have power to compel the performance thereof by attachment, mandamus, or otherwise.

§ 36. **Locomotives must stop at grade crossings.**—All trains and locomotives on railroads crossing each other at grade shall come to a full stop before crossing, not less than two hundred or more than eight hundred feet from the crossing, and shall then cross only when the way is clear and upon a signal from a watchman stationed at the crossing. If the corporations can not agree as to the expense of the watchman, it shall be determined by the supreme court, upon motion thereto by either of them. If the corporations disagree as to the precedence of trains, the board of railroad commissioners may, after hearing, upon the application of either corporation, prescribe rules in relation thereto. The full stop and crossing on signal may be discontinued if the board of railroad commissioners shall decide it to be impracticable, or if, with the approval of the commissioners, an interlocking switch and signal apparatus is adopted and put in operation at such a crossing. The full stop and crossing on signal shall not be required in depot yards, or the approaches thereto, if the crossing roads are under lease or subject to the same management or control in the use of tracks. An engineer, violating the foregoing provisions of this section, or any such rule of the railroad commissioners, shall be liable to a penalty of one hundred dollars; and any corporation or person operating the railroad, violating any of such provisions or rules shall be liable to a penalty of five hundred dollars. No railroad corporation, or any officer, agent or employe thereof, shall stop its cars, horses, or locomotives upon a grade crossing of a railroad of another corporation, for the purpose of receiving or delivering passengers or freight, or other purpose, and any person or corporation violating this provision, shall be liable to a penalty of two hundred and fifty dollars.

§ 37. **Rates of fare.**—Every railway corporation may fix and collect the following rates of fare as compensation to be paid for transporting any passenger and his baggage, not exceeding one hundred and fifty pounds in weight, for each mile or fraction of a mile:



1. Where the motive power is rope or cable, propelled by stationary power, five cents, with right to a minimum fare of ten cents; but if the railroad is less than two miles in length, and overcomes an elevation of five hundred feet or more to the mile, five cents for each one hundred feet of elevation so overcome, and the same rates of fare if the motive power is locomotives, furnished with cogs working into cogs on the railway, and the length of road does not exceed four miles.

2. If a road, not incorporated prior to May 15, 1879, and not located in the counties of New York or Kings, or within the limits of any incorporated city, and not more than twenty-five miles in length, five cents; if over twenty-five and not more than forty miles, four cents; and if over forty miles, three cents. Where by the laying down of a third rail upon a railroad of the ordinary gauge, a narrow-gauge track is created and used for the transportation of passengers, and the length of road does not exceed six miles, including any connecting road of the same gauge, such railroad, for the purpose of fare, shall be deemed a narrow-gauge road.

3. If its railroad overcomes an elevation of two hundred feet to the mile, for at least two consecutive miles, and does not exceed twenty miles in length, ten cents; if it overcomes an elevation exceeding three hundred feet to the mile, within a distance of two miles, five cents for each one hundred feet of elevation; and where it overcomes an elevation of more than one thousand feet, within a distance of two miles, seven cents for each one hundred feet of elevation in a mile.

4. If the line of its road does not exceed fifteen miles in length, and does not enter or traverse the limits of any incorporated city, and the distance traveled thereon by the passenger does not exceed one mile, five cents.

5. In all other cases, three cents for every such mile or fraction thereof, with a right to a minimum single fare of not less than five cents.

This chapter shall not be construed to allow any rate of fare for way passengers greater than two cents per mile to be charged or taken over the track or tracks of the railroad known as the New York central railroad company, and the rate of fare for way passengers over the track or tracks of such company shall continue to be two cents per mile and no more, wherever it is restricted to that rate of fare, nor shall any consolidated railroad corporation charge a higher rate of fare per passenger per mile, upon any part or portion of the consolidated line than was allowed by law to be charged by each existing corporation thereon previously to such consolidation. (*Thus amended by chap. 676, Laws 1892.*)

§ 38. **Legislature may alter or reduce fare.**—The legislature may, when any such railroad shall be opened for use, from time to time, alter or reduce the rate of freight, fare or other profits upon such road; but the same shall not, without the consent of the corporation, be so reduced as to produce with such profits less than ten per centum per annum on the capital actually expended; nor unless on an examination of the amounts received and expended, to be made by the board of railroad commissioners, they shall ascertain that the net income derived by the corporation from all sources, for the year then last past, shall have exceeded an annual income of ten per cent upon the capital of the corporation actually expended.

§ 39. **Penalty for excessive fare.**—Any railroad corporation, which shall ask or receive more than the lawful rate of fare, unless such overcharge was made through inadvertence or mistake, not amounting to gross negligence, shall forfeit fifty dollars, to be recovered with the excess so received by the party paying the same; but no action can be maintained therefor, unless commenced within one year after the cause of action accrued.

§ 40. **Passenger refusing to pay fare may be ejected.**—If any passenger shall refuse to pay his fare the conductor of the train, and the servants of the corporation, may put him and his baggage out of the cars, using no unnecessary force, on stopping the train, at any usual stopping place, or near any dwelling-house, as the conductor may elect.

§ 41. **Sleeping and parlor cars.**—Any railroad corporation may contract with any person, association or corporation for the hauling by the special or regular trains of said railroad corporation, the parlor, drawing-room or sleeping car or cars of such person, association or corporation, in which extra accommodations shall be furnished, for which said person, association or corporation furnishing such parlor, drawing-room or sleeping car or cars, may charge for the carriage and transportation of persons and property therein a reasonable compensation for such extra accommodation, in addition to the fare and charges now allowed by law for the carriage and transportation of passengers and property in the ordinary cars of said railroad corporation. But said railroad corporation so contracting shall be liable in the same way and to the same extent as if the said car or cars were owned by it, and shall furnish sufficient ordinary cars for the reasonable accommodation of the traveling public. (*Thus amended by chap. 676, Laws 1892.*)



§ 42. **Persons employed as drivers and conductors.**—Any railroad corporation may employ any inhabitant of the state, of the age of twenty-one years, not addicted to the use of intoxicating liquors, as a car driver or conductor, or in any other capacity, if fit and competent therefor.

§ 43. **Conductors and employes must wear badges.**—Every conductor and employe of a railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office or employment, and the initial letters of the corporation employing him. No conductor or collector without such badge shall demand or receive from any passenger any fare or ticket or exercise any of the powers of his employment. No officer or employe without such badge shall meddle or interfere with any passenger, his baggage or property. (*Thus amended by chap. 676, Laws 1892.*)

§ 44. **Checks for baggage.**—A check, made of some proper metallic substance of convenient size and form, plainly stamped with numbers, and furnished with a convenient strap or other appendage for attaching to baggage, shall be affixed to every piece or parcel of baggage when taken for transportation for a passenger by the agent or employe of such corporation, if there is a handle, loop or fixture therefor upon the piece or parcel of baggage, and a duplicate thereof given to the passenger or person delivering the same to him. If such check be refused on demand the corporation shall pay to the passenger the sum of ten dollars, and no fare shall be collected or received from him; and if he shall have paid his fare it shall be refunded to him by the conductor in charge of the train. Such baggage shall be delivered, without unnecessary delay, to the passenger or any person acting in his behalf at the place to which it was to be transported, where the cars usually stop, or at any other regular intermediate stopping place, upon notice to the baggage-master in charge of baggage on the train, of not less than thirty minutes, upon presentation of such duplicate check to the officer or agent of the railroad corporation, or of any corporation, over any portion of whose road it was transported. (*Thus amended by chap. 676, Laws 1892.*)

§ 45. **Penalties for injuries to baggage.**—Any persons, whose duty it is for or on behalf of the common carrier to handle, remove, or care for the baggage of passengers, who shall recklessly or willfully injure or destroy any trunk, valise, box, bag, package or parcel, while loading, unloading, transporting, delivering or storing the

same, or any railroad corporation, which shall knowingly keep in its employment any such willful or reckless person, or which shall permit any injury or destruction of such property, through failure to provide sufficient help and facilities for the handling thereof, shall pay to the party injured thereby the sum of fifty dollars, in addition to such damages.

§ 46. **Unclaimed freight and baggage.**—Every railroad or other transportation corporation, doing business in this State, which shall have unclaimed freight or baggage, not perishable, in its possession for the period of one year, may sell the same at public auction, after giving notice to that effect, once a week for not less than four weeks in a newspaper published in the county where the freight or baggage remains unclaimed, and in a newspaper published in the county where the sale is to be had, and in a newspaper published in the city of New York, which notice shall contain, as near as practicable, a description of such freight or baggage, the place and time when left, and the name of the owner, if known. A copy of such notice shall be posted in a conspicuous place at each depot or station, where any portion of such freight or baggage remains unclaimed, at least four weeks before such sale, and a copy thereof shall be served on the comptroller of the state, at least two weeks before such sale. If the name and residence of the owner of any such property is known to, or can be ascertained by, the corporation, it shall forthwith serve a copy of such notice upon such owner by mail. Perishable freight or baggage may be sold without notice, as soon as it can be, upon the best terms that can be obtained. All moneys arising from the sale of such freight or baggage, after deducting therefrom charges and expenses for transportation, storage, advertising, commissions for selling the property, and any amount previously paid for its loss or non-delivery, shall be deposited, by the corporation making such sale, with a report thereof, and proofs of advertisement, if any, and if none proofs that the property was perishable, with the comptroller for the benefit of the general fund of the state, and shall be held by him in trust for reclamation by the persons entitled to receive the same. (*Thus amended by chap. 676, Laws 1892.*)

§ 47. **Tickets and checks for connecting steamboats.**—The proprietors of any line of steamboats, terminating or stopping for passengers at any place where a railroad corporation has a depot or station, may furnish tickets and baggage checks to such corporation for the use of passengers, traveling over its road, who desire to con-



nect with such line of boats at any such place, and the railroad corporation shall sell such tickets and deliver a duplicate of one of such checks to any such passenger applying therefor, and shall account for and pay over to the proprietors of such line of boats all moneys received by it for the sale of such tickets; and any such railroad corporation may furnish tickets and checks for baggage to the proprietors of any such line of steamboats for the use of passengers traveling over any part of such line of boats, who desire to connect with the railroad of any such corporation at any such place, and such proprietors shall sell such tickets and deliver a duplicate of one of such checks to any such passenger applying therefor, and shall account for and pay over to such corporation all moneys received by them for the sale of such tickets. No greater rate of fare shall be charged by any railroad corporation to any such passenger for the distance traveled over its road than is charged to travelers for the same distance whose trip ends at the place where connection is made with any such line of boats, and no greater rate of fare shall be charged by the proprietors of any such steamboat line to any such passenger for the distance traveled over its line, than is charged to travelers for the same distance whose trip ends at the place where connection is made with any such railroad. Any additional cost of transfer of a passenger or his baggage from railroad depot or station to steamboat landing, or from steamboat landing to depot or station, shall be borne by the passenger or the proprietors of the steamboat line or the railroad corporation at whose instance or for whose benefit such transfer is made. Every railroad corporation and the proprietors of any line of steamboats, their agents or servants, who shall neglect or refuse to sell tickets or furnish a check to any passenger applying for the same, when the same shall have been furnished to them, shall pay to such passenger the sum of ten dollars, and no fare or toll shall be collected from him for riding over such road or upon such boats, as the case may be; and in addition thereto any railroad corporation so neglecting or refusing, shall pay the proprietors of such line of boats two hundred and fifty dollars for each day it shall so neglect or refuse; and the proprietors of any such line of boats so neglecting or refusing, shall pay to such railroad corporations a like sum for each day they shall so neglect or refuse.

Every such railroad corporation shall also receive any freight which shall be delivered at any station on the line of its road, marked to go by way of boat or any particular line of boats from any station on its road at which such boat or line of boats terminates or stops for

freight, and shall transport such freight with all convenient speed to such station, and on its arrival there cause the proprietors of the steamboat line by which it is directed to be sent, or their agent, to be notified of such arrival, and shall deliver such freight to such proprietors or their agent with the bill of charges thereon due such railroad corporation, for the payment of which charges the proprietor or proprietors of such steamboat line shall be responsible, and shall account for and pay the same to such railroad corporation on demand. The railroad corporation shall not charge for the transportation of such freight over its road any greater sum pro rata than it charges for carrying the same kind of freight the same distance over its road, if it was to be transported by such corporation by rail to its final destination or to the terminus of the road of such corporation in case it terminates before such final destination is reached. Any freight delivered by the proprietors of any steamboat or steamboat line, or their authorized agent, at any station, at a place where such steamboat or steamboats have a landing, to any such railroad corporation for transportation over its road or any part thereof, shall be transported by such corporation to its place of destination for the same price pro rata which would be charged for the same kind of freight the same distance over its road, if the same had been taken on at the point of first shipment by boat, or at the terminus of the road of such corporation, in case it does not extend to the point of first shipment.

§ 48. **Rights and liabilities as common carriers.**—Every railroad corporation doing business in this state shall be a common carrier. Any one of two or more corporations owning or operating connecting roads, within this state, or partly within and partly without the state, shall be liable as a common carrier, for the transportation of passengers or delivery of freight received by it to be transported by it to any place on the line of a connecting road; and if it shall become liable to pay any sum by reason of neglect or misconduct of any other corporation it may collect the same of the corporation by reason of whose neglect or misconduct it became liable. (*Thus amended by chap. 676, Laws 1892.*)

§ 49. **Switches; warning signals; guard-posts; automatic couplers; automatic or other safety brake; tools in passenger car; water.**—It shall be the duty of every railroad corporation operating its road by steam:

1. To lay, in the construction of new and in the renewal of existing switches, upon freight or passenger main line tracks, switches on the



principle of either the so-called Tyler, Wharton, Lorenze, or split-point switch, or some other kind of safety switch, which shall prevent the derailment of a train, when such switch is misplaced or a switch interlocked with distant signals.

2. To erect and thereafter maintain such suitable warning signals at every road, bridge, or structure which crosses the railroad above the tracks, where such warning signals may be necessary, for the protection of employes on top of cars from injury.

3. To place guard-posts in the prolongation of the line of bridge trusses so that in case of derailment, the posts, and not the bridge trusses, shall receive the blow of the derailed locomotive or car.

4. To use upon every new freight car, built or purchased for use, couplers which can be coupled and uncoupled automatically, without the necessity of having a person guide the link, lift the pin by hand, or go between the ends of the cars.

5. To attach to every car used for passenger transportation an automatic air-brake or other form of safety-power brake, applied from the locomotive, excepting cars attached to freight trains, the schedule rate of speed of which does not exceed twenty miles an hour.

6. To provide each closed car, in use in every passenger train owned or regularly used upon a railroad, with one set of tools, consisting of an axe, sledge-hammer, crow-bar, and handsaw, to be properly placed so as to be easily removed.

7. To provide, in each passenger car, where the line of road shall exceed forty continuous miles in length, a suitable receptacle for water, with a cup or drinking utensil attached upon or near such receptacle, and to keep such receptacle, while the car is in use, constantly supplied with cool water.

Every corporation, person or persons, operating such railroad, and violating any of the provisions of this section, except subdivision seven shall be liable to a penalty of one hundred dollars for each offense and the further penalty of ten dollars for each day that it shall omit or neglect to comply with any of such provisions. For every violation of the provisions of the seventh subdivision of this section every such corporation shall be liable to a penalty of twenty-five dollars for each offense.

§ 50. **Railroad commissioners may approve other safeguards.**—The board of railroad commissioners may, on the application of any railroad corporation, authorize it to use any other safeguard or device approved by the board, in place of any safeguard or device required by this article, which shall thereafter be used in

lieu thereof, and the same penalties for neglect or refusal to use the same shall be incurred and imposed as for a failure to use the safeguard or device hereinbefore required, in lieu of which the same is to be used.

§ 51. **Use of stoves or furnaces prohibited.**—It shall not be lawful for any railroad corporation, operating a steam railroad in this state, of the length of fifty miles or more, excepting foreign railroad corporations, incorporated without the jurisdiction of the United States, running cars upon tracks in this state for a distance of less than thirty miles, to heat its passenger cars, on other than mixed trains, excepting dining-room cars, by any stove or furnace kept inside the car, or suspended therefrom, unless in case of accident or other emergency, when it may temporarily use such stove or furnace with necessary fuel, and in cars which have been equipped with apparatus to heat by steam, hot water or hot air from the locomotive, or from a special car, the present stove may be retained to be used only when the car is standing still, and no stove or furnace shall be used in any dining-room car, except for cooking purposes, and of a pattern and kind to be approved by the railroad commissioners. Any person or corporation, violating any of the provisions of this section, shall be liable to a penalty of one thousand dollars, and to the further penalty of one hundred dollars for each and every day during which such violation shall continue.

§ 52. **Canada thistles to be cut.**—Every railroad corporation doing business within this state, shall cause all Canada thistles, white and yellow daisies and other noxious weeds growing on any lands owned or occupied by it, to be cut down twice in each and every year, once between the fifteenth day of June and the twenty-fifth day of June, and once between the fifteenth day of August and the twenty-fifth day of August. If any such corporation shall neglect to cause the same to be so cut down, any person may cut the same, between the twenty-fifth day of June and the fifth day of July inclusive, and between the twenty-fifth day of August and the fifth day of September inclusive in each year, at the expense of the corporation on whose lands the same shall be so cut, at the rate of three dollars per day for the time occupied in cutting.

§ 53. **Riding on platform ; walking along track.**—No railroad corporation shall be liable for any injury to any passenger while on the platform of a car, or in any baggage, wood or freight car, in violation of the printed regulations of the corporation, posted up at



the time in a conspicuous place inside of the passenger cars, then in the train, if there shall be at the time sufficient room for the proper accommodation of the passenger inside such passenger cars. No person other than those connected with or employed upon the railroad shall walk upon or along its track or tracks, except where the same shall be laid across or along streets or highways, in which case he shall not walk upon the track unless necessary to cross the same. Any person riding, leading or driving any horse or other animal upon any railroad, or within the fences and guards thereof, other than at a farm or street or forest crossing, without the consent of the corporation, shall forfeit to the people of the state the sum of ten dollars, and pay all damages sustained thereby to the party aggrieved. (*Thus amended by chap. 676, Laws 1892.*)

§ 54. **Corporations may establish ferries.**—Any steam railroad corporation, incorporated under the laws of this state, with a terminus in the harbor of New York, may purchase or lease boats propelled by steam or otherwise, and operate the same as a ferry or otherwise, over the waters of the harbor of New York, but this section shall not be construed to affect the rights of the cities of New York and Brooklyn. (*As amended by chap. 676, Laws 1892.*)

§ 55. **Certain railroads may cease operation in winter.**—The directors of any railroad corporation operating a railroad, constructed and used principally for transporting lumber or ores, during the summer months, or for summer travel, may, by a resolution duly passed at a meeting thereof, apply to the board of railroad commissioners for permission to cease the operation of their road during the winter season, for a period not exceeding seven months in any one year, specifying the date of such suspension, and the date of the reopening thereof; and such board may, in their discretion, make an order granting the application wholly or in part, and thereupon such railroad corporation shall be relieved of the duty of operating its road during the period specified in the order. A copy of such order shall be posted in all the depots and at the termini of such railroad, and published in every newspaper in each town in any part of which such road shall be constructed at least four weeks prior to the date of such suspension.

§ 56. **Mails.**—Any railroad corporation shall, when applied to by the postmaster-general, convey the mails of the United States on its road, and in case such corporation and the postmaster-general shall not agree as to the rate of transportation therefor, and as to the

time, rate of speed, manner and condition of carrying the same, the board of railroad commissioners shall fix the prices, terms and conditions therefor, after giving the corporation a reasonable opportunity to be heard. . Such price shall not be less for carrying such mails in the regular passenger trains than the amount which such corporation would receive as freight on a like weight of merchandise transported in their merchandise trains, and a fair compensation for the post-office car. If the postmaster-general shall require the mail to be carried at other hours, or at higher speed than the passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses and wear and tear thereof, and for the service to be fixed as herein provided.

Every railroad corporation refusing or neglecting to comply with any provision of this section shall forfeit to the people of the state one hundred dollars for every day such neglect or refusal continues. (*Thus amended by chap. 676, Laws 1892.*)

§ 57. **Corporations must make annual report.**— Every person or corporation owning, leasing, operating or in possession of a railroad, wholly or partly, in this state, shall make an annual report to the board of railroad commissioners of its operations for the year ending with June thirtieth, and of its condition on that day, which shall be verified by the oaths of the president, or treasurer, and the general manager, or acting superintendent, and shall be filed in the office of such board on or before September first in each year. Every such person or corporation shall make a quarterly and further reports to such board in the form and within the time prescribed by it. Such board may in its discretion change the date of the annual report and of filing the same, but the length of time between the date of the annual report and the filing of the same shall not be less than herein prescribed. Any person or railroad corporation which shall neglect to make any such report, or which shall fail to correct any such report within ten days after notice by the board of railroad commissioners, shall be liable to a penalty of two hundred and fifty dollars, and an additional penalty of twenty-five dollars for each day after September first on which it shall neglect to file the same, to be sued for in the name of the people of the state of New York, for their use.

The board of railroad commissioners may extend the time herein limited for cause shown. (*Thus amended by chap. 676, Laws 1892.*)



§ 58. **When conductors and brakemen may be policemen.**—The governor may appoint any conductor or brakeman on any train conveying passengers on any steam railroad in this state, a policeman, with all the powers of a policeman in cities and villages, for the preservation of order and of the public peace, and the arrest of all persons committing offenses upon the land or property of the corporation owning or operating such railroad; and he may also appoint, on the application of any such corporation or of any steamboat company, such additional policemen, designated by it, as he may deem proper, at any station, who shall have the same powers, but not more than one at any one station. Every such policeman shall, within fifteen days after receiving his commission, and before entering upon the duties of his office, take and subscribe the constitutional oath of office, and file it with his commission in the office of the secretary of state, who shall thereupon transmit to the county clerk of each county in which such policeman is authorized to act a certificate, under his hand and official seal, setting forth the appointment and the filing of the commission and oath, which certificate shall be filed by the county clerk. Every such policeman shall, when on duty, wear a metallic shield with the words "Railway police," or "Steamboat police," as the case may be, and the name of the corporation for which appointed inscribed thereon, which shall always be worn in plain view, except when employed as a detective. The compensation of every such policeman shall be such as may be agreed upon between him and the corporation for which he is appointed and shall be paid by the corporation. When any corporation shall no longer require the services of any such policeman, they may file notice to that effect in the several offices in which notice of his appointment was originally filed, and thereupon such appointment shall cease and be at an end.

§ 59. **Requisites to exercise of powers of future railroad corporations.**—No railroad corporation hereafter formed under the laws of this state shall exercise the powers conferred by law upon such corporations or begin the construction of its road until the directors shall cause a copy of the articles of association to be published in one or more newspapers in each county in which the road is proposed to be located, at least once a week for three successive weeks, and shall file satisfactory proof thereof with the board of railroad commissioners; nor until the board of railroad commissioners shall certify that the foregoing conditions have been complied with, and also that public convenience and necessity require the construction of said railroad as proposed in said articles of association. The

foregoing certificate shall be applied for within six months after the completion of the three weeks' publication hereinbefore provided for. If a certificate is refused no further proceedings shall be had before said board, but the application may be renewed after one year from the date of such refusal. Prior to granting or refusing said certificate the board shall have a right to permit errors, omissions or defects to be supplied and corrected. After a refusal to grant such certificate the board shall certify a copy of all maps and papers on file in its office and of the findings of the board when so requested by the directors aforesaid. Such directors may thereupon present the same to a general term of the supreme court of the department within which said road is proposed in whole or in part to be constructed, and said general term shall have power, in its discretion, to order said board, for reasons stated, to issue said certificate, and it shall be issued accordingly. Such certificate shall be filed in the office of the secretary of state, and a copy thereof, certified to be a copy by the secretary of state, or his deputy, shall be evidence of the facts therein stated. Nothing in this section shall prevent any such railroad corporation from causing such examinations and surveys for its proposed railroad to be made as may be necessary to the selection of the most advantageous route; and for such purpose by its officers or agents and servants, to enter upon the lands or waters of any person, but subject to the responsibility for all damages which shall be done thereto. This section shall not apply to street railroads. (*This section was added by chap. 676, Laws 1892.*)

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### ARTICLE III.

#### CONSOLIDATION, LEASE, SALE AND REORGANIZATION.

SECTION 70. Consolidation of corporations owning continuous lines.

71. Conditions.

1. Joint agreement ; amount of capital stock.

2. Agreement to be submitted to meeting of stockholders.

72. New corporation.

73. Creditors' right not to be impaired.

74. Assessment of property of new corporation.

75. Stock of municipal corporation, how represented.

76. Foreclosure of mortgages made by consolidated railroads partly in the state.

77. Powers of corporation of other states.

78. Lease of road.

79. Lessees of railroad may acquire stock therein.



SECTION 80. Consolidation and lease of parallel lines prohibited.

81. Mortgagees may purchase at foreclosure sale.

82. Certificates of stock may be issued after foreclosure in certain cases.

83. Liabilities of reorganized railroad corporations.

§ 70. **Consolidation of corporations owning continuous lines.**—Any railroad or other corporation, organized under the laws of this state, or of this state and any other state, and owning or operating a railroad, bridge or tunnel, either wholly within or partly within and partly without the state, or whose lines or routes of roads have been located but not constructed, may merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any other railroad, tunnel or bridge corporation or corporations, organized under the laws of this state, or of this state and any other state, or under the laws of any other state or states, whenever the two or more railroads, of the companies or corporations so to be consolidated, tunnels, bridges or branches or any part thereof, or the line or routes of their road, if not constructed, shall or may form a continuous or connected line of railroad with each other or by means of any intervening railroad bridge, tunnel or ferry, and any such consolidated corporation may thereupon construct or finish the construction of such continuous line of railroad, if not previously constructed, and operate the same, subject to all provisions of laws applicable to such railroad corporations. Where the road to be operated is in whole or in part a tunnel or subsurface road, authorized by section 16 of this chapter, its consolidation with another road or roads under the provisions of this section shall not prevent any connecting railroad from having equal rights of transit for its passengers and freight through or over the tunnel or bridge of any such road, upon the same equitable terms, or shall such consolidation be made where such tunnel or subsurface road exceeds five miles in length. (*Thus amended by chap. 676, Laws 1892.*)

§ 71. **Conditions.**—Such consolidation shall be made in the following manner:

1. **Joint agreement; amount of capital stock.**—The directors of the corporations proposing to consolidate may enter into a joint agreement, under the corporate seal of each corporation, for the consolidation of such corporations, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new corporation, the number and names of the directors and other officers thereof, and who shall be the first directors and officers

and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each corporation into that of the new corporation, and how and when the directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization and the consolidation of such corporations. But in no case shall the capital stock of the corporation formed by such consolidation exceed the sum of the capital stock of the corporations so consolidated, at the par value thereof. Nor shall any bonds or other evidences of debt be issued as a consideration for, or in connection with, such consolidation.

**2. Agreement to be submitted to meeting of stockholders.** — If stockholders owning two-thirds of all the stock of each of such corporations shall, by a consent in writing, acknowledged as are deeds entitled to be recorded and indorsed upon said lease or agreement, signify their assent thereto, it shall be deemed and taken as the adoption of such agreement by and on behalf of such corporation, and the original or a certified copy thereof shall be filed as hereinafter provided. If such agreement shall not be consented to in writing by holders of two-thirds of the stock of either of such corporations as hereinbefore provided, such agreement shall be submitted to the stockholders of each of such corporations at a meeting thereof called separately for the purpose of taking the same into consideration. Due notice of the time and place of holding such meeting, and the object thereof, shall be given by each corporation to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such corporation stands on the books thereof, and delivered to such persons respectively, or sent to them by mail, when their post-office address is known to the corporation, at least thirty days before the time of holding such meeting, and also by a general notice published at least once a week for four weeks successively in some newspaper printed in the city, town or county where such corporation has its principal office or place of business. At such meeting of stockholders such agreement shall be considered, and a vote by ballot taken for the adoption or rejection of the same, and if the votes of the stockholders owning at least two-thirds of the stock of each corporation present and voting in person or by proxy shall be for the adoption of such agreement, then that fact shall be certified thereon by the secretaries of the respective corporations, under the seal thereof, and the agreement so adopted, or a certified copy thereof shall be filed in the office of the



secretary of state, and in the office of the clerk of the county where the new corporation is to have its principal place of business, and shall from thence be deemed and taken to be the agreement and act of consolidation of such corporations, and thereafter such corporations, parties thereto, shall be one corporation by the name provided in such agreement, but such act of consolidation shall not release such new corporation from any of the restrictions, liabilities or duties of the several corporations so consolidated. (*Thus amended by chap. 676, Laws 1892.*)

§ 72. **New corporations to be vested with all property and franchises of the old companies ; may issue bonds to take up those of the original companies.**— Upon the consummation of such act of consolidation all the rights, privileges, exemptions and franchises of each of the corporations, parties to the same, and all the property, real, personal and mixed, and all the debts due on whatever account to either of them, as well as all stock subscriptions and other things in action belonging to either of them shall be taken and deemed to be transferred to and vested in such new corporation, without further act or deed; and all claims, demands, property, rights of way, and every other interest shall be as effectually the property of the new corporation as they were of the former corporations. parties to such agreement and act; and the title to all real estate, taken by deed or otherwise, under the laws of this state, vested in either of such corporations, parties to such agreement and act, shall not be deemed to revert or be in any way impaired by reason of this act, or anything done by virtue thereof, but shall be vested in the new corporation by virtue of such act of consolidation. And it shall be lawful for any railroad company or corporation, now or hereafter formed by the consolidation of one or more railroad companies or corporations organized under the laws of this state, or under the laws of this state and other states, with one or more railroad companies or corporations organized under the laws of any other state, or of the laws of this state and other states to issue its bonds for the purpose of paying or retiring any bonds theretofore issued by either of said companies or corporations so consolidated, or for any purpose and to the amount authorized by the laws of the state under which either of said companies or corporations so consolidated was organized, and secure the same by a mortgage upon its real or personal property, franchises, rights and privileges, whether within or without this state, and subject to the remedies for the enforcement of the same under the laws of either of said states. Nothing in this act contained shall authorize the execution of any

such mortgage without the consent of the stockholders as now required by the laws of this state, nor compel any bondholder to accept payment in whole or in part of any bond or bonds held by him or to surrender the same before they shall become due. (*Thus amended by chap. 362, Laws 1891.*)

§ 73. **Creditors' rights not to be impaired.**—The rights of all creditors of, and all liens upon the property of, either of such corporations, parties to such agreement and act, shall be preserved unimpaired, and the respective corporations shall be deemed to continue in existence to preserve the same, and all debts and liabilities incurred by either of such corporations shall thenceforth attach to such new corporation, and be enforced against it and its property to the same extent as if incurred or contracted by it. No actions or proceedings in which either of such corporations is a party shall abate or be discontinued by such agreement and act of consolidation, but may be conducted to final judgment in the names of such corporations, or such new corporation may be, by order of the court, on motion substituted as a party.

§ 74. **Assessment of property of new corporation.**—The real estate of such new corporations, situate within this state, shall be assessed and taxed in the several towns and cities where the same shall be situated in a like manner as the real estate of other railroad corporations is or may be taxed and assessed, and such proportion of the capital stock and personal property of such new corporation, shall in like manner be assessed and taxed in this state, as the number of miles of its railroad situate in this state bears to the number of miles of its railroad situate in the other state or states.

§ 75. **Stock of municipal corporations, how represented.** At any meeting of the stockholders of any railroad corporation to consider any agreement or proposition to consolidate, the commissioners or other officers of any municipal corporation holding or having charge of any of the capital stock of such railroad corporation shall represent such municipal corporation, and may act and vote in person or by proxy on all matters relating to such consolidation in the same manner as individual stockholders.

§ 76. **Foreclosure of mortgages made by consolidated railroads partly in the state.**—Whenever a railroad corporation whose line of road lies partly in this state and partly in another state



or states, shall have been created by the consolidation of a railroad corporation of this state with a railroad corporation or corporations of another state or states, and shall have executed a mortgage upon its entire line of railroad, and a sale of the entire line of road under such mortgage shall have been or may hereafter be ordered, adjudged and decreed by a court of competent jurisdiction of the state or states in which the greater part of such line of railroad may be situated, upon the confirmation of such judgment or decree, and of the sale made thereunder, by the supreme court of this state in the judicial district in which some part of such line of road is situated; such sale shall operate to pass title to the purchaser of that part of the line of railroad lying in this state, together with its appurtenances and franchises, with the same force and effect as if the judgment or decree under which such sale is had, had been made by a court of competent jurisdiction of this state. Such judgment or decree and sale may be so confirmed in any action now pending, or that may hereafter be brought in the supreme court, for the foreclosure of such mortgage or in aid of an action for that purpose pending in such other state, if it shall appear that such confirmation is for the interest of the public and of the parties, due and lawful provision being made for and in respect of any liens upon that part of the line or road or other property sold situate in this state, and for such costs, expenses and charges as may appear to be just and lawful. If a receiver of the entire line of such railroad shall have been, or may hereafter be appointed by such court of competent jurisdiction of the state in which the greater part of the line of railroad is situated, such receiver may perform, within this state, the duties of his office, not inconsistent with the laws of this state, and may sue and be sued in the courts of this state.

§ 77. **Powers of corporations of other states.**—A railroad corporation created under the laws of the state in which the greater part of the line of such railroad may be situated, for the purpose of taking title to and operating the entire line of railroad, so sold as provided in the preceding section, with its franchises and appurtenances, the judgment, decree and sale having been duly confirmed and approved, as therein provided, may hold, possess and operate that part of the line of such railroad lying in this state, and shall have all the rights and franchises theretofore possessed by the corporation executing the mortgage under which such sale was made, and such as now are or may hereafter be conferred upon railroad corporations organized under the laws of this state, and shall be subject

to the duties and liabilities to which such corporation was by the laws of this state subject, and to such further or other duties and liabilities as are now or may hereafter be imposed by law upon railroad corporations of this state, provided that an exemplified copy of the certificate of incorporation under and by virtue of which such corporation is created, and of the judgment or decree under which the entire line of railroad was sold, and a certified copy of the order or judgment or decree of confirmation and approval required by the preceding section, shall be filed in the office of the secretary of state for this state, and in the office of the county clerk of the county where its principal business office in this state is located.

§ 78. **Lease of road.**—Any railroad corporation, or any corporation owning or operating any railroad or railroad route within this state, may contract with any other such corporation for the use of their respective roads or routes, or any part thereof, and thereafter use the same in such manner and for such time as may be prescribed in such contract. Such contract may provide for the exchange or guaranty of the stock and bonds of either of such corporations by the other and shall be executed by the contracting corporations under the corporate seal of each corporation, and if such contract shall be a lease of any such road and for a longer period than one year, such contract shall not be binding or valid unless approved by a vote of the stockholders owning at least two-thirds of the stock of each corporation present and voting in person or by proxy at a meeting thereof, called separately for that purpose upon a notice stating the time, place and object of the meeting, served at least thirty days previously upon each stockholder personally, or mailed to him at his post-office address, and also published at least once a week, for four weeks successively, in some newspaper printed in the city, town or county where such corporation has its principal office, and there shall be indorsed upon the contract the certificate of the secretaries of the respective corporations under the seals thereof, to the effect that the same has been approved by such vote of the stockholders, and the contract shall be executed in duplicate and filed in the offices where the certificate of incorporation of the contracting corporations are filed. The road of a corporation can not be used under any such contract in a manner inconsistent with the provisions of law applicable to its use by the corporation owning the same at the time of the execution of the contract. Such contract shall be executed by the corporations, parties thereto, and proved and acknowledged in such manner as to entitle the same to be



recorded in the office of the clerk or register of each county through or into which the road so to be used shall run. Nothing in this section shall apply to any lease in existence prior to May 1, 1891. (*Thus amended by chap. 676, Laws 1892.*)

§ 79. **Lessees of railroad may acquire stock therein.**— Any railroad corporation created by the laws of this state, or its successors, being the lessee of the road of any other railroad corporation, may take a surrender or transfer of the capital stock of the stockholders, or any of them in the corporation whose road is held under lease, and issue in exchange therefor the like additional amount of its own capital stock at par, or on such other terms and conditions as may be agreed upon between the two corporations; and whenever the greater part of the capital stock of any such corporation shall have been so surrendered or transferred, the directors of the corporation taking such surrender or transfer shall thereafter, on a resolution electing so to do, to be entered on their minutes, become ex-officio the directors of the corporation whose road is so held under lease, and shall manage and conduct the affairs thereof, as provided by law; and whenever the whole of such capital stock shall have been so surrendered or transferred, and a certificate thereof filed in the office of the secretary of state, under the common seal of the corporation to whom such surrender or transfer shall have been made, the estate, property, rights, privileges and franchises of the corporation whose stock shall have been so surrendered or transferred, shall thereupon vest in and be held and enjoyed by the corporation, to whom such surrender or transfer shall have been made, as fully and entirely, and without change or diminution, as the same were before held and enjoyed, and be managed and controlled by the board of directors of the corporation, to whom such surrender or transfer of such stock shall have been made, and in the corporate name of such corporation. Where stock shall have been so surrendered or transferred, the existing liabilities of the corporation, and the rights of the creditors and of any stockholder not surrendering or transferring his stock, shall not be affected thereby.

§ 80. **Consolidation and lease of parallel lines prohibited.** No railroad corporation or corporations owning or operating railroads whose roads run on parallel or competing lines, except street surface railroad corporations, shall merge or consolidate, or enter into any contract for the use of their respective roads, or lease the same, the

one to the other, unless the board of railroad commissioners of the state or a majority of such board shall consent thereto. (*Thus amended by chap. 676, Laws 1892.*)

§ 81. **Mortgagee may purchase at foreclosure sale.**— Any mortgagee of the property and franchise of any railroad corporation may become the purchaser of the same at any sale thereof under the mortgage, upon foreclosure by advertisement, or under a judgment, or decree, or otherwise, and hold and use the same, with all the rights and privileges belonging thereto or connected therewith for the period of six months, and convey the same to any railroad corporation.

§ 82. **Certificates of stock may be issued after foreclosure in certain cases.**— If any person or corporation shall be entitled to certificates of stock subscribed to and paid for in any railroad corporation whose property and franchises have been sold under mortgage foreclosure, and such certificates have not been issued before foreclosure, the officers of the corporation shall, at any time within six months after the foreclosure sale issue and deliver to the person or corporation entitled thereto, upon demand, such certificates of stock, which shall have all the force and effect and confer upon the holder all the rights which he would have had if such certificates of stock had been issued at the time of the payment of the subscription thereto.

§ 83. **Liabilities of reorganized railroad corporations.**— A railroad corporation, reorganized under the provisions of law, relating to the formation of new or reorganized corporations upon the sale of their property or franchise, shall not be compelled or required to extend its road beyond the portion thereof constructed, at the time the new or reorganized corporation acquired title to such railroad property and franchise, provided the board of railroad commissioners of the state shall certify that in their opinion the public interests under all the circumstances do not require such extension. If such board shall so certify and shall file in their office such certificate, which certificate shall be irreversible by such board, such corporation shall not be deemed to have incurred any obligation so to extend its road and such certificate shall be a bar to any proceedings to compel it to make such extension or to annul its existence for failure so to do, and shall be final and conclusive in all courts and proceedings whatever. This section shall not authorize the abandonment of any portion of a railroad which has been constructed and operated, or apply to Kings county.



## ARTICLE IV.

## STREET SURFACE RAILROADS.

SECTION 90. Street surface railroads; general provision.

- 91. Consent of property owners and local authorities.
- 92. Consent of local authorities; how procured.
- 93. Condition upon which consent shall be given; sale of franchise at public auction.
- 94. Proceedings if property owners do not consent.
- 95. Percentage of gross receipts to be paid in cities or villages; report of officers.
- 96. Extension of route over rivers; terminus in other counties; when property owners withhold consent; supreme court may appoint commissioners.
- 97. Use of tracks of other roads.
- 98. Repair of streets; rate of speed; removal of ice and snow.
- 99. Within what time road to be built.
- 100. Motive power.
- 101. Rate of fare.
- 102. Construction of road in streets where other road is built.
- 103. Abandonment of part of route.
- 104. Contracting corporations to carry for one fare; penalty.
- 105. Effect of dissolution of charter as to consents.
- 106. Corporate rights saved in case of failure to complete road; right to operate branches; conditions; former consents ratified; limitations.
- 107. When sand may be used on tracks.
- 108. Road not to be constructed upon grounds occupied by public buildings or in public parks.
- 109. Center-bearing rails prohibited.
- 110. Right to cross bridge substituted for bridge crossed for five years.

§ 90. **Street surface railroad; general provision.**— A corporation organized since May 6, 1884, for the purpose of building and operating or extending a street surface railroad or any of its branches, for public use in the conveyance of persons and property in cars for compensation, upon and along any street, avenue, road or highway, in any city, town or village, or in any two or more civil divisions of the state, must comply with the provisions of this article. A street surface railroad corporation may file in each of the offices in which its certificates of incorporation are filed, a statement of the names and descriptions of the streets, roads and highways in which it is proposed to extend its road. Upon filing such statement such corporation shall, except as otherwise prescribed by law, have the same power and privileges, to extend, construct, operate and maintain its road in such

streets, roads and highways as it acquired by its incorporation to construct, operate and maintain its road in the streets, roads and highways named in its certificate of incorporation. (*Thus amended by chap. 676, Laws 1892.*)

§ 91. **Consent of property owners and local authorities.**—Such railroad shall not be built, extended or operated, unless the consent in writing, acknowledged as are deeds entitled to be recorded, of the owners of one-half in value of the property bounded on, and also the consent of the local authorities having control of that portion of a street or highway upon which it is proposed to build or operate such railroad shall have been first obtained. In cities the common council, acting subject to the power now possessed by the mayor to veto ordinances; in villages the board of trustees, and in towns the town board shall be the local authorities referred to; if in any city, the exclusive control of any street, avenue or other property, which is to be used or occupied by any such railroad, is vested in any other authority, the consent of such authority shall also be first obtained. The value of the property above specified shall be ascertained and determined by the assessment-roll of the city, village or town in which it is situated, completed last before the local authorities shall have given their consent, except property owned by such city, village or town, the value of which shall be ascertained and determined by making the value thereof to be the same as is shown by such assessment-roll to be the value of the equivalent in size and frontage of the adjacent property on the same street or highway; and the consent of the local authorities shall operate as the consent of such city, village or town as the owners of such property. But where such railroad runs through a street or avenue, bounded on one side by a public square or park, the consent of one-half of the property owners on the other side of such street or avenue and opposite to such square or park shall also be first obtained. (*Thus amended by chap. 676, Laws 1892.*)

§ 92. **Consent of local authorities ; how procured.**—The application for the consent of the local authorities shall be in writing, and before acting thereon such authorities shall give public notice thereof and of the time and place when it will first be considered, which notice shall be published daily in any city for at least fourteen days in two of its daily newspapers if there be two, if not, in one, to be designated by the mayor, and in any village or town for at least fourteen days in a newspaper published therein, if any there shall be, and if none, then daily in two daily newspapers if there be two, if not, one published in the city nearest such village or town. Such con-



sent must be upon the expressed condition that the provisions of this article pertinent thereto shall be complied with, and shall be filed in the office of the clerk of the county in which such railroad is located. (*Thus amended by chap. 676, Laws 1892.*)

§ 93. **Condition upon which consent shall be given ; sale of franchise at public auction.**—The consent of the local authorities in cities containing twelve hundred and fifty thousand inhabitants or more, according to the last federal census or state enumeration, must contain the condition that the right, franchise and privilege of using any street, highway, avenue, park or public place shall be sold at public auction to the bidder who will agree to give the city the largest percentage per annum of the gross receipts of such corporation, with a bond or undertaking in such form and amount and with such conditions and sureties as may be required and approved by the comptroller or other chief fiscal officer of the city for the fulfillment of such agreement and for the commencement and completion of its railroad within the times hereinafter designated, according to the plan or plans and on the route or routes fixed for its construction. Whenever such consent shall provide for the sale at public auction of the right to construct and operate a branch or extension of an existing railroad such consent shall provide that but one fare shall be exacted for passage over such branch or extension and over the line of road which shall have applied therefor, and, further, that if such right shall be purchased by any corporation other than the applicant, that the gross receipts from joint business shall be divided in the proportion that the length of such extension or branch so sold shall bear to the entire length of the road which shall have applied therefor and of such branch or extension, and that if such right shall be purchased by the applicant, the percentage to be paid shall be calculated on such portion of its gross receipts as shall bear the same proportion to the whole value thereof as the length of such extension or branch shall bear to the entire length of its road. The bidder to whom such right, franchise and privilege may be sold must be a duly incorporated railroad corporation of this state, organized to construct, maintain and operate a street railroad in the city for which such consent may be given; but no such corporation shall be entitled to bid at such sale unless at least five days prior to the day fixed for such sale, or five days prior to the day to which such sale shall have been duly adjourned, the corporation shall have filed with the comptroller or other chief fiscal officer of the city, a bond in writing and under

seal, with sufficient sureties to be approved by such comptroller or officer, conditioned that if such right, franchise and privilege shall be sold to such corporation, to pay to the city where such railroad is situated the sum of fifty thousand dollars as liquidated damages and not by way of penalty in the event of the failure of such bidder to fulfill the terms of sale, comply with the provisions of this article pertinent thereto, and complete and operate its railroad according to the plan or plans and upon the route and routes fixed for its construction within the time hereinafter designated for the construction and completion of its railroad, and also conditioned to pay to the corporation first applying for the consent, if it shall not be the successful bidder, the necessary expenses incurred by such corporation prior to the sale pursuant to requirement and direction of the local authorities, within twenty days after such sale and upon the certificate of the comptroller or other officer conducting the same as to the sum or amount to be paid. Notice of the time and place and terms of sale, and of the route or routes to be sold, and of the conditions upon which the consent of the local authorities to the construction, operation and extension of such street railroad will be given, must be published by such authorities for at least three successive weeks, and in any city having two or more daily newspapers, at least three times a week in two of such papers to be designated by the mayor, and in any city where two daily newspapers are not published, at least once a week in a newspaper published therein to be designated by the mayor. The comptroller or other chief fiscal officer of the city shall attend and conduct such sale and may twice adjourn the same, but not more than four weeks in all, and shall cancel any bid if the bidder shall not have furnished adequate security entitling such bidder to bid, or shall otherwise fail to comply with the terms and conditions of sale, and shall resell the consent and license in the same manner as hereinbefore provided for the first sale. The bidder who may build and operate such railroad shall at all times keep accurate books of account of the business and earnings of such railroad, which books shall at all times be subject to the inspection of the local authorities. In the event of the failure or refusal of the corporation operating or using such railroad to pay the rental or percentage of gross earnings agreed upon, and after notice of not less than sixty days to pay the same, the local authorities interested therein may apply to any court having jurisdiction upon at least twenty days' notice to such corporation, and after it shall have had an opportunity to be heard in its defense, for judgment declaring the consent and right to operate and use such railroad forfeited and authorizing the sale again of the same



in the manner hereinbefore prescribed, provided, however, that no such resale of any such consent and right heretofore granted shall be authorized except upon the condition that the same shall be subject to all liens and incumbrances existing on said railroads at the time such forfeiture may have been declared. All consents hereafter given by the local authorities shall cease and determine at the expiration of two years thereafter, and every such consent heretofore given to a corporation incorporated under chapter two hundred and fifty-two of the laws of eighteen hundred and eighty-four for the purpose of constructing and operating a street surface railroad only wholly south of the Harlem river shall continue until June 30, 1893, when it shall cease, unless prior thereto the consent of a sufficient number of the property owners or the order of the general term in lieu thereof shall have been first obtained, and the provisions of this section shall apply to all applications for such consents, made under any statute either before or after the passage of this chapter, and not finally acted upon at the time of its passage. Whenever it shall be desired to unite two street surface railroad routes at some point not over one-half mile from such respective lines or routes, and establish by the construction of such connection a new route for public travel, and the corporation or corporations owning or using such railroads shall consent to operate such connection as a part of a continuous route for one fare, and it shall appear to the local authorities that such connection can not be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous line or route with existing railroads, or whenever, for the purpose of connecting with any ferry or railroad depot, it shall be desired to construct an extension or branch not more than one-half mile in length, of any street surface railroad corporation, no sale of such franchise shall be made as provided in this section, but any consent of the local authorities for the construction and operation of such connection, extension or branch shall provide that the corporation or corporations operating such connection, extension or branch shall pay into the treasury of said city annually the percentage provided for extensions or branches in section ninety-five of this chapter, for the purposes, at the times, in the manner and upon the conditions set forth in such section.

Nothing herein contained shall be construed as applying to or affecting or modifying the terms of a certain contract bearing date January 1, 1892, entered into by and between the city of Buffalo and the various street surface railroad corporations therein named in such contract. (*Thus amended by chap. 676, Laws 1892.*)

\*§ 93. Condition upon which consent shall be given ; sale of franchise at public auction.—The consent of the local authorities in cities containing twelve hundred and fifty thousand inhabitants or more, according to the last federal census or state enumeration, must contain the condition that the right, franchise and privilege of using any street, road, highway, avenue, park or public place shall be sold at public auction to the bidder who will agree to give the city the largest percentage per annum of the gross receipts of such corporation, with a bond or undertaking in such form or amount and with such conditions and sureties as may be required and approved by the comptroller or other chief fiscal officer of the city for the fulfillment of such agreement and for the commencement and completion of its railroad within the times hereinafter designated, according to the plan or plans and on the route or routes fixed for its construction. Whenever such consent shall provide for the sale at public auction of the right to construct and operate a branch or extension of an existing railroad such consent shall provide that but one fare shall be exacted for passage over such branch or extension and over the line of road which shall have applied therefor, and, further, that if such right shall be purchased by any corporation other than the applicant, that the gross receipts from joint business shall be divided in the proportion that the length of such extension or branch so sold shall bear to the entire length of the road which shall have applied therefor and of such branch or extension, and that if such right shall be purchased by the applicant, the percentage to be paid shall be calculated on such portion of its gross receipts as shall bear the same proportion to the whole value thereof as the length of such extension or branch shall bear to the entire length of its road. The bidder to whom such right, franchise and privilege may be sold must be a duly incorporated railroad corporation of this state, organized to construct, maintain and operate a street railroad in the city for which such consent may be given; but no such corporation shall be entitled to bid at such sale unless at least five days prior to the day fixed for such sale, or five days prior to the day to which such sale shall have been duly adjourned, the corporation shall have filed with the comptroller or other chief fiscal officer of the city, a bond in writing and under seal, with sufficient sureties to be approved by such comptroller or officer, conditioned that if such right, franchise and privilege shall be

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\*By reason of section 33 of the statutory construction law, there may be a question as to which of these two amendments supersedes the other. Both are therefore inserted here.



sold to such corporation, to pay to the city where such railroad is situated the sum of fifty thousand dollars as liquidated damages and not by way of penalty in the event of the failure of such bidder to fulfill the terms of sale, comply with the provisions of this article pertinent thereto, and complete and operate its railroad according to the plan or plans and upon the route and routes fixed for its construction within the time hereinafter designated for the construction and completion of its railroad, and also conditioned to pay to the company first applying for the consent, if it shall not be the successful bidder, the necessary expenses incurred by such corporation prior to the sale pursuant to requirement and direction of the local authorities, within twenty days after such sale and upon the certificate of the comptroller or other officer conducting the same as to the sum or amount to be paid. Notice of the time and place and terms of sale, and of the route or routes to be sold, and of the conditions upon which the consent of the local authorities to the construction, operation and extension of such street railroad will be given, must be published by such authorities for at least three successive weeks, and in any city having two or more daily newspapers, at least three times a week in two of such papers to be designated by the mayor, and in any city where two daily newspapers are not published, at least once a week in a newspaper published therein to be designated by the mayor. The comptroller or other chief fiscal officer of the city shall attend and conduct such sale and may twice adjourn the same, but not more than four weeks in all, and shall cancel any bid if the bidder shall not have furnished adequate security entitling such bidder to bid, or shall otherwise fail to comply with the terms and conditions of sale, and shall resell the consent and license in the same manner as hereinbefore provided for the first sale. The bidder who may build and operate such railroad shall at all times keep accurate books of account of the business and earnings of such railroad, which books shall at all times be subject to the inspection of the local authorities. In the event of the failure or refusal of the corporation operating or using such railroad to pay the rental or percentage of gross earnings agreed upon, and after notice of not less than sixty days to pay the same, the local authorities interested therein may apply to any court having jurisdiction upon at least twenty days' notice to such corporation, and after it shall have had an opportunity to be heard in its defense, for judgment declaring the consent and right to operate and use such railroad forfeited and authorizing the sale again of the same in the manner hereinbefore prescribed, provided, however, that no such resale shall be authorized except upon the condition that the same

shall be subject to all liens and incumbrances existing on said railroads at the time such forfeiture may have been declared. All consents hereafter given by the local authorities shall cease and determine at the expiration of two years thereafter, and all such consents heretofore given shall continue until June 30, 1893, when it shall cease, unless prior thereto the consent of a sufficient number of the property owners or the order of the general term in lieu thereof shall have been first obtained, and the provisions of this section shall apply to all applications for such consents, made under any statute either before or after the passage of this chapter, and not finally acted upon at the time of its passage. Whenever it shall be desired to unite two street surface railroads or railroad routes at some point not over one-half mile from such respective lines or routes, and establish by the construction of such connection a new route for public travel, and the corporation or corporations owning or using such railroads shall consent to operate such connection as a part of a continuous route for one fare, and it shall appear to the local authorities that such connection can not be operated as an independent railroad without inconvenience to the public, but that it is to the public advantage that the same should be operated as a continuous line or route with existing railroads, or whenever, for the purpose of connecting with any ferry or railroad depot, it shall be desired to construct an extension or branch not more than one-half mile in length, of any street surface railroad, no sale of such franchise shall be made as provided in this section, but any consent of the local authorities for the construction and operation of such connection, extension or branch shall provide that the corporation or corporations operating such connection, extension or branch shall pay into the treasury of said city annually the percentage provided for extensions or branches in section ninety-five of this article, for the purposes, at the times, in the manner and upon the conditions set forth in such section. (*Thus amended by chap. 306, Laws 1892.*)

§ 94. **Proceedings if property owners do not consent.**— If the consent of property owners required by any provision of this article can not be obtained, the corporation failing to obtain such consents may apply to any general term of the supreme court held in the department in which it is proposed to construct its road for the appointment of three commissioners to determine whether such railroad ought to be constructed and operated. Notice of such application must, at least ten days prior thereto, be served, personally upon each non-consenting property owner by delivering the same to



the person to whom such property is assessed upon such assessment-roll or by duly mailing the same, properly folded and directed, to such property owner at his post-office address with the postage prepaid thereon. If the person upon whom service is to be made is unknown, or his residence and post-office address are unknown and can not by reasonable diligence be ascertained, service of such notice may be made by publishing the same in such newspaper of the county as the court may direct, at least once a week for two successive weeks. Upon due proof of service of such notice the court to which the application is made shall appoint three disinterested persons, who shall act as commissioners, and who shall, within ten days after their appointment, cause public notice to be given of their first meeting in the manner directed by the court, and may adjourn from time to time, until all their business is completed. Vacancies may be filled by the court after such notice to parties interested as it may deem proper to be given; and the evidence taken before as well as after the happening of the vacancy shall be deemed to be properly before such commissioners. After a public hearing of all parties interested, the commissioners shall determine whether such railroad ought to be constructed and operated, and shall make a report thereon, together with the evidence taken, to the general term, within sixty days after appointment, unless the court, or a judge thereof, for good cause shown, shall extend such time; and their determination that such road ought to be constructed and operated, confirmed by such court, shall be taken in lieu of the consent of the property owners hereinbefore required. The commissioners shall each receive ten dollars for each day spent in the performance of their duties and their necessary expenses and disbursements, which shall be paid by the corporation applying for their appointment. (*Thus amended by chap. 676, Laws 1892.*)

§ 95. **Percentage of gross receipts to be paid in cities or villages ; report of officers.**—Every corporation building or operating a railroad, or a branch or extension thereof, under the provisions of this article, or of chapter 252 of the laws of 1884, within any city of this state having a population of 1,200,000 or more, shall, for and during the first five years after the commencement of the operation of any portion of its railroad annually, on November first, pay into the treasury of the city in which its road is located, to the credit of the sinking fund thereof, three per cent of its gross receipts for and during the year ending September thirtieth next preceding;

and after the expiration of such five years, make a like annual payment into the treasury of the city to the credit of the same fund, of five per cent of its gross receipts. If a street surface railroad corporation existing and operating any such railroad in any such city on May 6, 1884, shall have thereafter extended its tracks or constructed branches therefrom, and shall operate such branches or extensions under the provisions of chapter 252 of the laws of 1884, or of this article, such corporation shall pay such percentages only upon such portion of its gross receipts as shall bear the same proportion to its whole gross receipts as the length of such extension or branches shall bear to the entire length of its line. In any other incorporated city or village the local authorities shall have the right to require, as a condition to their consent to the construction, operation or extension of a railroad under the provisions of this article, the payment annually of such percentage of gross receipts, not exceeding three per cent, into the treasury of the city or village as they may deem proper. In case of extension the amount to be paid shall be ascertained in the manner heretofore provided. The corporation failing to pay such percentage of its gross earnings, shall, after November first, pay in addition thereto five per cent a month on such percentage until paid. The president and treasurer of any corporation required by the provisions of this article to make a payment annually upon its gross receipts shall, on or before November first in each year, make a verified report to the comptroller or chief fiscal officer of the city of the gross amount of its receipts for the year ending September thirtieth, next preceding, and the books of such corporation shall be open to inspection and examination by such comptroller or officer or his duly appointed agent, for the purpose of ascertaining the correctness of its report as to its gross receipts. The corporate rights, privileges and franchises acquired under this article or such chapter by any corporation, which shall fail to comply with all the provisions of this section, shall be forfeited to the people of the state, and upon judgment of forfeiture rendered in an action brought in the name of the people by the attorney-general, shall cease and determine. (*Thus amended by chap. 676, Laws 1892.*)

§ 96. **Extension of route over rivers ; terminus in other counties ; when property owners withhold consent supreme court may appoint commissioners.**—Any street railroad except in the counties of New York or Kings, now in operation in this state, which, shall, by a two-thirds vote of its directors, decide to extend the route of its road, so as to cross the Hudson river over



and by any bridge now or hereafter constructed under the provisions of any law of this state, may so extend their route over and across such bridge upon such terms as may be mutually agreed upon between it and such bridge company, and may locate the terminus of their road in the county adjoining the one in which their road is now located and in operation. Upon first obtaining the consent of such bridge company or its lessees, and the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that portion of a street or highway upon which it is proposed to construct or operate such railroad, or in case the consent of such property owners can not be obtained the general term of the supreme court in the district in which it is proposed to be constructed may, upon application, appoint three commissioners who shall determine, after a hearing of all parties interested, whether such railroad ought to be constructed or operated, and their determination, confirmed by the court, may be taken in lieu of the consent of the property owners.

§ 97. **Use of tracks of other roads.**—Any railroad corporation in this state, whose cars are run and operated by horses or other motive power, authorized by this article, upon the surface of the street, excepting in the city and county of New York, may, for the purpose of enabling it to connect with and run and operate its cars between its tracks, and a depot or car-house owned by it, run upon, intersect, and use, for not exceeding five hundred feet, the tracks of any other railroad corporation, the cars of which are run and operated in like manner with the necessary connections and switches for the proper working and accommodation of the cars upon such tracks, and in connection with such depot or car-house, upon paying therefor such compensation as it may agree upon with the corporation owning the tracks to be so run upon, intersected, and used; and in case such corporations can not agree upon the amount of such compensation, the same shall be ascertained and determined in the manner prescribed in the condemnation law.

§ 98. **Repair of streets; rate of speed; removal of ice and snow.**—Every street surface railroad corporation so long as it shall continue to use any of its tracks in any street, avenue or public place in any city or village, shall have and keep in permanent repair that portion of such street, avenue or public place between its tracks, the rails of its tracks, and two feet in width outside of its tracks, under the supervision of the proper local authorities, and

whenever required by them to do so, and in such manner as they may prescribe. In case of the neglect of any corporation to make pavements or repairs after the expiration of thirty days notice to do so, the local authorities may make the same at the expense of such corporation, and such authorities may make such reasonable regulations and ordinances as to the rate of speed, mode of use of tracks, and removal of ice and snow, as the interest or convenience of the public may require. A corporation whose agents or servants willfully or negligently violate such an ordinance or regulation, shall be liable to such city or village for a penalty not exceeding five hundred dollars to be specified in such ordinance or regulation. (*Thus amended by chap. 676, Laws 1892.*)

§ 99. **Within what time road to be built.**—In case any such corporation shall not commence the construction of its road or of any extension thereof, within one year after it has obtained the consent of the local authorities and property owners, or the determination of the general term as herein required, and shall not complete the same within three years after obtaining such consents, its rights, privileges and franchises shall cease and determine. If the performance of any such act, within such time, is prevented by legal proceeding, such court may also extend such time during the time that performance is so prevented. The time for compliance with the requirements of this section by a street surface railroad corporation incorporated for the purpose of constructing a street surface railroad only, wholly south of the Harlem river and in cities of over twelve hundred thousand inhabitants and which has heretofore obtained such consents, is hereby extended until June 30, 1893. (*Thus amended by chap. 676, Laws 1892.*)

§ 100. **Motive power.**—Any street surface railroad may operate any portion of its road by animal or horse power, or by cable, electricity, or any power other than locomotive steam power, which may be approved by the state board of railroad commissioners, and consented to by the owners of one-half of the property bounded on that portion of the railroad with respect to which a change of motive power is proposed; and if the consent of such property owners can not be obtained, the determination of three disinterested commissioners, appointed by the general term of the supreme court of the department in which such railroad is located, in favor of such motive power, confirmed by the court, shall be taken in lieu of the consent of the property owners. The consent of the property owners shall be



obtained and the proceedings for the appointment and the determination of the commissioners and the confirmation of their report shall be conducted in the manner prescribed in sections 91 and 94 of this article so far as the same can properly be made applicable thereto.

Any railroad corporation making a change in its motive power under this section, may make any changes in the construction of its road or roadbed or other property rendered necessary by the change in its motive power. (*Thus amended by chap. 676, Laws 1892.*)

§ 101. **Rate of fare.**—No corporation constructing and operating a railroad under the provisions of this article, or of chapter 252 of the laws of 1884, shall charge any passenger more than five cents for one continuous ride from any point on its road, or on any road, line or branch operated by it, or under its control, to any other point thereof, or any connecting branch thereof, within the limits of any incorporated city or village. Not more than one fare shall be charged within the limits of any such city or village, for passage over the main line of road and any branch or extension thereof if the right to construct such branch or extension shall have been acquired under the provisions of such chapter or of this article. This section shall not apply to any part of any road constructed prior to May 6, 1884, and then in operation, unless the corporation owning the same shall have acquired the right to extend such road, or to construct branches thereof under such chapter, or shall acquire such right under the provisions of this article, in which event its rate of fare shall not exceed its authorized rate prior to such extension. The legislature expressly reserves the right to regulate and reduce the rate of fare on any railroad constructed and operated wholly or in part under such chapter or under the provisions of this article. (*Thus amended by chap. 676, Laws 1892.*)

§ 102. **Construction of road in street where other road is built.**—No street surface railroad corporation shall construct, extend or operate its road or tracks in that portion of any street, avenue, road or highway, in which a street surface railroad is, or shall be lawfully constructed, except for necessary crossings or, in cities, villages and towns of less than 1,250,000 inhabitants, over any bridge, without first obtaining the consent of the corporation owning and maintaining the same, except that any street surface railroad company may use the tracks of another street surface railroad company for a distance not exceeding one thousand feet, and in cities, villages and towns of less than 1,250,000 inhabitants shall have the right to lay its

tracks upon and run over and use any bridge used wholly or in part as a foot bridge, whenever the court upon an application for commissioners shall be satisfied that such use is actually necessary to connect main portions of a line to be constructed as an independent railroad, or to connect said railroad with a ferry, and that the public convenience requires the same, in which event the right to such use shall only be given for a compensation to an extent and in a manner to be ascertained and determined by commissioners to be appointed by the courts as is provided in the condemnation law, or by the board of railroad commissioners in cases where the corporations interested shall unite in a request for such board to act. Such commissioners in determining the compensation to be paid for the use by one corporation of the tracks of another, shall consider and allow for the use of tracks and for all injury and damage to the corporation whose tracks may be so used. Any street surface railroad corporation may, in pursuance of a unanimous vote of its stockholders voting at a special meeting called for that purpose, by notice in writing, signed by a majority of the directors of such corporation stating the time, place and object of the meeting, and served upon each stockholder appearing as such upon the books of the corporation, personally or by mail, at his last known post-office address, at least sixty days prior to such meeting, guarantee the bonds of any other street surface railroad corporation whose road is wholly or partly in the same city. (*Thus amended by chap. 676, Laws 1892.*)

**\*§ 102. Construction of road in street along or across where other road is built.**—No street surface railroad corporation shall construct, extend or operate its road or tracks in that portion of any street, avenue, road or highway, in which a street surface railroad is, or shall be lawfully constructed, except for necessary crossings, without first obtaining the consent of the corporation owning and maintaining the same except that any street surface railroad company may use the tracks of another street surface railroad company for a distance not exceeding one thousand feet, whenever the court upon an application for commissioners shall be satisfied that such use is actually necessary to connect main portions of a line to be constructed as an independent railroad, or to connect said railroad with a ferry, and that the public convenience requires the same, in which event the right to such use shall only be given for a compensation to an extent and in a manner to be ascertained and determined by commissioners to be ap-

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\* By reason of section 33 of the statutory construction law, there may be a question as to which of these two amendments supersedes the other. Both are therefore inserted here.



pointed by the courts as is provided in the condemnation law, or by the board of railroad commissioners in cases where the corporations interested shall unite in a request for such board to act. Such commissioners in determining the compensation to be paid for the use by one corporation of the tracks of another, shall consider and allow for the use of tracks and for all injury and damage to the corporation whose tracks may be so used. (*Thus amended by chap. 306, Laws 1892.*)

§ 103. **Abandonment of part of route.**—Any street surface railroad corporation which is the lessee or lessor, or both, or which has the right to use the route or portion of the route of another such corporation pursuant to a lease or agreement lawfully entered into with it, may declare any portion of its own route which it may deem no longer necessary for the successful operation of its road and convenience of the public in consequence of such lease or contract, to be relinquished or abandoned. Such declaration of abandonment must be adopted by the board of directors of the corporation under its seal, which shall be submitted to the stockholders thereof at a meeting called and conducted in the same manner as required by law for meetings of stockholders for the approval of leases by railroad corporations for the use of their respective roads. If the stockholders shall, at such meeting, ratify and adopt such declaration of abandonment, the secretary of the company shall so certify under the seal of the corporation, upon such declaration. Such declaration shall then be submitted to the board of railroad commissioners for its approval, and if approved by such board, such approval shall be indorsed thereon or annexed thereto, and the declaration so certified and indorsed shall be filed and recorded in the office of the secretary of state, and from the time of such filing, such portion of the route designated in the declaration shall be deemed to be abandoned. (*Thus amended by chap. 676, Laws 1892.*)

§ 104. **Contracting corporations to carry for one fare; penalty.**—Every such corporation entering into such contract shall carry or permit any other party thereto to carry between any two points on the railroads or portions thereof embraced in such contract any passenger desiring to make one continuous trip between such points for one single fare, not higher than the fare lawfully chargeable by either of such corporations for an adult passenger. Every such corporation shall upon demand, and without extra charge, give to each passenger paying one single fare a transfer, entitling such passenger to one continuous trip to any point or portion of any railroad embraced in such contract, to the end that the public con-

venience may be promoted by the operation of the railroads embraced in such contract substantially as a single railroad with a single rate of fare. For every refusal to comply with the requirements of this section the corporation so refusing shall forfeit fifty dollars to the aggrieved party. The provisions of this section shall only apply to railroads wholly within the limits of any one incorporated city or village. (*Thus amended by chap. 676 Laws 1982.*)

§ 105. **Effect of dissolution of charter as to consents.**—Whenever any street surface railroad corporation shall have been dissolved or annulled, or its charter repealed by an act of the legislature, the consent of owners of property bounded on, and the consent of the local authorities having the control of that portion of a street or highway upon which the railroad of such corporation shall have been theretofore constructed and operated, and the order of the general term confirming the report of any commissioner that such railroad ought to be constructed or operated, shall not, nor shall either thereof, be deemed to be in any way impaired, revoked, terminated or otherwise affected by such act of dissolution, annulment or repeal, but the same and each thereof shall continue in full force, efficacy and being. The right to the further enjoyment and to the use thereof, subsequent to such act of dissolution, annulment or repeal, and of all the powers, privileges and benefits therein or thereby created, shall be sold at public auction by the local authorities within whose jurisdiction such railroads shall be, in the same manner as is provided in section 93 of this article. When such sale shall have been so made, the purchaser thereat shall have the right to the further enjoyment and use of such consents and orders, and of each thereof, and of all the powers, privileges and benefits therein or thereby created, in like manner as if such purchaser had been originally named in such consents, reports and orders; if such purchaser shall be otherwise authorized by law to construct, maintain and operate a street surface railroad within the municipality within which such railroad shall be. (*Thus amended by chap. 676, Laws 1892.*)

§ 106. **Corporate rights saved in case of failure to complete road; right to operate branches; conditions; former consents ratified; limitations.**—The corporate existence of and powers of every street surface railroad corporation, which has completed a railroad upon the greater portion of the route designated in its certificate of incorporation, within ten years from the date of filing such certificate in the office of the secretary of state, and which has operated such completed portion of its railroad continuously for a period of five years last past, and is now operating the same, shall



continue with like force and effect, as though it had in all respects complied with the provisions of law with reference to the time when it should have fully completed its road. Every such corporation shall have the right to operate any extentions\* and branches of its railroad, now constructed and operated by it, which have been so constructed and operated by it, for a period of ten years last past, with like force and effect, as though the route of such extentions\* and branches were designated in its certificate of incorporation. But every such street railroad corporation is authorized to operate such railroad and any extention\* or branches thereof, upon condition that it has heretofore, or shall hereafter, obtain the consent of the local authorities having the control of that portion of the streets, avenues or highways included in such railroad, or any extension or branches thereof, to the construction and operation of the same, and also upon the condition that it has heretofore or shall hereafter first obtain the consent of the owners of one-half in value of the property bounded on the portion of the streets, avenues or highways included in the route of such railroad, or any extention\* or branches thereof, to the construction and operation of the same or in case the consent of such property owners can not be obtained, the general term of the supreme court of the department in which such railroad or any extension or branch thereof is located, may, upon application, appoint three commissioners who shall determine, after a hearing of all the parties interested, whether such railroad ought to be constructed or operated, and their determination, confirmed by the court, may be taken in lieu of the consent of the property owners. All consents heretofore given, or grants made by local authorities having the control of the portion of any street, avenue or highway included in the route of such railroad, or any extensions or branches thereof, to any such street surface railroad corporation, are hereby ratified and confirmed and declared valid. This section shall be applicable to any such corporation in any town, city or village having less than twenty thousand inhabitants which has completed any portion of its road upon the route designated in its certificate of incorporation within the time required by law for the completion of its road. This section shall not apply to or affect any railroad corporation in the city of New York; nor any special grant made to or authority conferred upon any street surface railroad corporation by any law of this state; nor any pending litigation; nor shall it impair existing rights privileges or franchises of any street surface railroad corporation. (*Thus amended by chap. 676, Laws 1892.*)

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\* So in the original.

\* § 107. **When sand may be used on tracks.**—The owner or operator of any street surface railroad in cities of this state having a population of five hundred thousand or more, may place upon the space between the rails of such road sand in sufficient quantities and no more to prevent the horses traveling thereon from slipping. (*Thus amended by chap. 676, Laws 1892.*)

\*§ 108. **Road not to be constructed upon ground occupied by public buildings or in public parks.**—No street surface railroad shall be constructed or extended upon ground occupied by buildings belonging to any town, city, county or to the state, or to the United States, or in public parks, except in tunnels to be approved by the local authorities having control of such parks. (*Thus amended by chap. 676, Laws 1892.*)

§ 109. **Center-bearing rails prohibited.**—No street surface railroad corporation shall hereafter lay down in the streets of any incorporated city or village of this state what are known as “center-bearing” rails; but in all cases, whether in laying new track or in replacing old rails, shall lay down “grooved” or some other kind of rail not “center-bearing” approved by the local authorities. Such grooved or other rail shall be of such shape and so laid as to permit the paving stones to come in close contact with the projection which serves to guide the flange to the car wheel.

Where in any city, the duty of repairing and repaving streets, as distinguished from the authorization of such paving, repairing and repaving, is by law vested in any local authority other than the common council of such city, such other local authority shall be the local authority referred to in this section. (*Thus amended by chap. 676, Laws 1892.*)

§ 110. **Right to cross bridge substituted for bridge crossed for five years.**—Should any street surface railroad company have crossed any bridge as a part of its route for a period of more than five years and should any other bridge be substituted therefor at any time, such company shall have the right to cross such substituted bridge and to lay and use railway tracks thereon for the transit of its cars and to make all changes and extensions of its route subject to all the provisions of this act, as the convenient operation of its cars and the public convenience may require. (*This section was added by chap. 676, Laws 1892.*)

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\* See, also, chap 460, Laws 1892



## ARTICLE V.

## OTHER RAILROADS IN CITIES AND COUNTIES.

- SECTION 120. Application for railway ; commissioners.  
121. Oath and bond of commissioners.  
122. First meeting commissioners.  
123. Determination of necessity of railroad and route.  
124. Adoption of plans and terms upon which road shall be built.  
125. Appraisal of damages and deposit of money as security.  
126. Shall prepare certificate of incorporation : proviso as to forfeiture.  
127. Organization.  
128. Commissioner to deliver certificate ; affidavit of directors.  
129. Powers.  
130. Crossing of horse railroad track.  
131. Where route coincides with another route.  
132. Commissioners ; to transfer plans etc.  
133. Commissioners to file report ; confirmation thereof.  
134. Pay of commissioners.  
135. Quorum, term of office ; removal vacancies in board of commissioners.  
136. Abandonment or change of route : new commissioners ; their power and proceedings.  
137. Increased deposit ; when and how required  
138. Trains to come to full stop, etc.  
139. Gates.  
140. Penalty for violation of this article.  
141. Sections to be printed and posted.  
142. Extension of time.

§ 120. **Application for railway ; commissioners.** — Upon the application of at least fifty reputable householders and taxpayers of any county or city, verified upon oath before a justice of the supreme court, that there is need in said county or city of a steam railway in the streets, avenues and public places thereof for the transportation of passengers, mails or freight, the board of supervisors of such county may, within thirty days thereafter by resolution, approve of the application, and authorize its presentation to the supreme court, and if the railway is to be built wholly within the limits of a city, upon the application of a like number of householders and taxpayers of the city to the mayor thereof, such mayor may, within thirty days thereafter, indorse upon the application his approval and direction that it may be presented to the supreme court, and if the railway is to be built, partly within the limits of a city and partly without, such application shall be approved, both by the mayor of the city and

the board of supervisors of the county, and its presentation to the supreme court authorized by them, and upon the presentation of such application so approved and authorized to a special term of the supreme court, held in the district where such railway is to be built, or some part thereof, the court may appoint five commissioners, resident of the city if the railway is to be built wholly within the city, and of the county, if it is to be built wholly or partly outside of the limits of a city, to determine the necessity of such railroad, the route thereof, the time within which and the conditions upon which it shall be constructed, the damages to the property owners along the line thereof and all the matters lawfully submitted to them, and discharge the duties imposed upon them by law.

§ 121. **Oath and bond of commissioners.**— Within ten days after his appointment and before entering upon the discharge of any of the duties of his office, each commissioner shall take and subscribe the constitutional oath of office, which shall be filed in the office of the clerk of the county and shall execute a bond to the people of the state in the penal sum of twenty-five thousand dollars, with two or more sureties, to be approved by a justice of the supreme court of the department in which the railway is to be built and conditioned for the faithful performance of the duties of the office, which bond shall be filed in the office of the clerk of the county.

§ 122. **First meeting of commissioners.**— Within fifteen days after their appointment, the commissioners shall meet in some convenient place in the county or city and organize themselves as a board with appropriate officers.

§ 123. **Determination of necessity of railroad and route.**— The commissioners shall, within thirty days after such organization, determine upon the necessity of such steam railroad, and if they find it to be necessary, they shall, within sixty days after such organization fix and determine the route therefor, and shall have the exclusive power to locate such route, over, under, through or across the streets, avenues, places or lands in such county or city, and to provide for the connection or junction with any other railway or bridge, if the consent of the owners of one-half in value of the property bounded on and the consent of the local authorities having control of that portion of a street or highway, upon which it is proposed to construct or operate such railway have been first obtained. If the consent of such property owners can not be obtained, the determination of three commissioners appointed by the general term of the supreme court of the



department where the railroad is to be constructed, made after due hearing of all parties interested, and confirmed by the court, that such railway ought to be constructed and operated, may be taken in lieu of the consent of such property owners. No such railway shall be located in or upon such portion of any street, avenue, place or lands in such county as are now occupied by an elevated or underground railway or in which such railway has already been authorized by law to be so located and constructed, or which are contained in public parks, or occupied by buildings belonging to the county or the state or United States, or in or upon the following streets, avenues and public places, viz.: Broadway, Fifth avenue, Fourth avenue above Forty-second street, in the city of New York; Debevoise place, Irving place, Lefferts place, those portions of Grand, Classon and Franklin avenues and Dowling street lying between the southerly line of Lexington avenue and the northerly line of Atlantic avenue, that portion of Classon avenue lying between the northerly line of Lexington avenue and the southerly line of Park avenue, and that portion of Washington avenue lying between Park and Atlantic avenues in the city of Brooklyn; and that portion of the city of Buffalo lying between Michigan and Main streets, but such railway may be located and constructed across such excepted streets, avenues and places at their intersection only with other streets, avenues and places. (*Thus amended by chap. 676, Laws 1892.*)

§ 124. **Adoption of plans, and terms upon which road shall be built.**—The commissioners by such public notice, and under such conditions, and with such inducements as they may prescribe, shall invite a submission of plans for the construction and operation of such railway, and shall meet at a time and place in such notice named, not more than ninety days after their organization, and decide upon plans for the construction thereof, with the necessary supports, turnouts, switches, sidings, connections, landing-places, stations, buildings, platforms, stairways, elevators, telegraph and signal devices, or other requisite appliances, upon the route or location determined upon by them. They shall upon notice to the local authorities, and after hearing all parties interested, fix and determine what compensation, if any, in a gross sum, or in a certain percentage of receipts, shall annually be paid to the local authorities by the corporation formed for the purpose of constructing, maintaining and operating such railway for public use in the conveyance of persons and property, for the use and occupation by the corporation of the streets, avenues and highways in and upon which its railway is to be con-

structed, and the time when such railway, or a portion thereof, shall be constructed and ready for operation, and the maximum rates to be paid for transportation and conveyance thereon, and the hours during which special cars or trains shall be run at reduced rates of fare; and the amount of the capital stock of such corporation and the number of shares into which it shall be divided, and the percentage thereof to be paid in cash on subscribing for such shares.

The commissioners may select two or more routes, upon one of which such railway may be constructed and operated; and the local authorities may consent to the construction and operation of such railway upon one or more of such routes, or parts thereof; and the commissioners shall have power to change and readopt routes and plans for the construction and operation of such railway, after they have been submitted to the local authorities, in cases where such authorities may recommend such changes, or may not be willing to consent to the construction or operation of the railway, upon the routes, and plans adopted, unless such changes are made therein. (*Thus amended by chap. 676, Laws 1892.*)

§ 125. **Appraisal of damages and deposit of money as security.**—The commissioners shall, within one hundred and ten days after their organization, ascertain and determine the aggregate pecuniary damage arising from the diminution in the value of the property bounded on that portion of such street or streets, highway or highways, upon which it is proposed to construct and operate such railway to be caused by the construction and operation thereof. For that purpose they shall view the several parcels of real property so bounded, and shall appraise separately the pecuniary damages arising from such diminution in value of each parcel thereof, and for the purposes of such appraisals they shall give notice of the time and place, when and where they will meet to hear the owners, or persons interested in such real property, which notice shall be published for at least ten days consecutively in at least two newspapers in the county where such railway is to be constructed, and shall take such material testimony upon the probable diminution in value of any or all such parcels to be so caused as may be offered by or in behalf of any person or party interested therein, and the aggregate sum of the amounts so appraised and determined by them shall be the aggregate pecuniary damage required to be ascertained and determined as above provided. No corporation which shall hereafter be organized under this article shall enter upon any street, highway or lane therein, until it shall first have deposited with some trust company, to be desig-



nated by the mayor of the city within which it is proposed to construct the railway or any part thereof, and by the board of supervisors, when the road does not lie wholly within a city, a sum of money equal to the amount so ascertained and determined by the commissioners to be the aggregate pecuniary damage to such property within the city, or within the county outside of any city, or shall have secured the payment of such amount by depositing with such trust company negotiable securities, equivalent at their par and actual value to such aggregate amount, and approved by the mayor of the city in which such road is wholly or in part located, and by the county treasurer of the county if the road is located wholly or in part outside of the limits of such city. The court may accept in lieu of the deposit of money or securities herein required the bond of the corporation, with two or more securities, to be approved by the court, to the effect that the corporation before constructing or operating its railway in front of any premises, shall pay to the owner of the real property all the damages sustained, or which will be sustained by him, as fixed and determined by such commissioners, and the costs allowed, if any. Such bond shall be in a sum double the amount of such damages, and the sureties shall justify in the aggregate to an amount equal to the amount of such bond. Such corporation shall also, at the same time, deposit with such trust company or with the county treasurer, as the commissioners may direct, the sum of five thousand dollars in cash, for the payment of the expense of apportioning and distributing such fund. Unless such moneys or securities shall be deposited by such corporation within one year after it shall have obtained the consent of the local authorities, and of the property owners, or the confirmation by the general term of the supreme court, of the determination of three commissioners in lieu thereof, and in the case of a corporation heretofore organized within one year after it shall have obtained the confirmation by the general term of the supreme court of the report of three commissioners in lieu of the consent of property owners, or within one year after the commissioners appointed to ascertain and determine the aggregate pecuniary damages as provided in this article, shall have made their report, then such corporation shall be deemed not to have accepted the franchises granted. Where the commissioners shall fix and determine different periods of time within which different sections of such railway shall be constructed and ready for operation, they shall ascertain, determine, and report separately the aggregate pecuniary damage to property bounded upon that portion of such street or streets upon which each of such sections is located.

Upon the deposit by the corporation as above provided of moneys or securities equivalent to the aggregate pecuniary damage to be sustained by any one of such sections, or of any bond given in lieu thereof, it shall immediately be vested with the right and privilege to construct its railway through such section. (*Thus amended by chap. 676, Laws 1892.*)

§ 126. **Shall prepare certificate of incorporation ; proviso as to forfeiture.**—The commissioners shall prepare an appropriate certificate of incorporation for the corporation in the last section mentioned in which shall be set forth and embodied, as component parts thereof, the several conditions, requirements and particulars by such commissioners determined pursuant to the provisions of this article, and which shall also provide for the release and forfeiture to the supervisors of the county, or if the road is to be constructed wholly or partly within a city, to such city, of all rights and franchises acquired by such corporation in case such railway or railways shall not be completed within the time and upon the conditions therein provided; and the commissioners shall thereupon and within one hundred and twenty days after their organization, cause a suitable book of subscription to the capital stock of such corporation, to be opened pursuant to due public notice at a banking office in such county or city. A failure by any corporation heretofore or hereafter organized under this article to complete its railway within the time limited in and by its certificate of incorporation shall only work a forfeiture of the franchises of such corporation with respect to that portion of its route which such corporation shall have failed to complete, and shall not affect the rights and franchises of such corporation to construct and operate such part of its railway which it shall have completed within the term prescribed by its certificate of incorporation, or as to which the time for completion shall not have expired, notwithstanding anything to the contrary in its certificate of incorporation.

§ 127. **Organization.**—Whenever the whole capital stock of such corporation or an amount of such capital stock proportioned to the part of such railway directed by the commissioners to be constructed, shall have been subscribed by not less than fifteen persons, and the fixed percentage of such subscriptions shall have been paid, in cash, the commissioners shall, by written or printed notice of ten days, served personally or by mail, call a meeting of such subscribers for organization, and appoint the inspectors of election to serve thereat. At such meeting, or at any subsequent one to which the same may be



adjourned, a majority in number and amount of such subscribers may elect persons, of a number to be theretofore determined by the commissioners not less than nine, who shall be directors for one year of the corporation formed for the purposes of constructing and operating such railway.

§ 128. **Commissioners to deliver certificate; affidavit of directors.** — Within ten days after the election of such directors the commissioners shall deliver to them a certificate in duplicate, verified by the oath of three commissioners, before a justice of the supreme court, setting forth the certificate of incorporation and the organization of the corporation for the purposes therein mentioned, and within five days after the reception by them of such certificates, three of the directors so elected shall make affidavit in duplicate that the full amount of stock has been subscribed in good faith to construct, maintain and operate the railway or railways in such certificate of incorporation mentioned, and such directors shall file such affidavits and certificate in the office of the secretary of state, and a duplicate of the same in the office of the clerk of the county wherein such railway shall be located; and thereupon the persons who have so subscribed such certificate of incorporation and all persons who shall become stockholders in such corporation shall be a corporation by the name specified in such certificate, and be subject to the duties, liabilities and restrictions of such corporations.

§ 129. **Powers.** — Every such corporation shall have power, in addition to the powers conferred by the general and stock corporation laws and by subdivisions two, five and seven of section eight of this chapter:

1. To take and convey persons and property on their railroad by the power or force of steam or by any motor other than animal power, and to receive compensation therefor.

2. To enter upon and underneath the several streets, avenues and public places and lands designated by the commissioners, and enter into and upon the soil of the same, to construct, maintain, operate and use in accordance with the plan adopted by the commissioners, a railway upon the route or routes and to the points decided upon and to secure the necessary foundations and erect the columns, piers and other structures which may be required to secure safety and stability in the construction and maintenance of the railways constructed upon such plan and for operating the same; and to make such excavations and openings along the route through which such

railway shall be constructed as shall be necessary from time to time. In all cases the surface of the streets around such foundations, piers and columns shall be restored to the condition in which they were before such excavations were made, as near as may be, and any interference with or change in the water mains, or in the sewers or lamp posts, except such changes as may be made with the concurrence of the proper department or authority shall be avoided; and the use of the streets, avenues, places and lands designated by the commissioners and the right of way through the same for the purpose of a railway, as herein authorized, shall be considered and is hereby declared to be a public use, consistent with the uses for which the roads, streets, avenues and public places are publicly held. No such corporation shall have the right to acquire the use or occupancy of public parks or squares in any such city or county, or the use or occupancy of any of the streets or avenues, except such as may have been designated for the route or routes of such railway, and except such temporary privileges as the proper authorities may grant to such corporations to facilitate such construction, and no such railway shall be constructed across the track of any steam railway now in actual operation at the grade thereof, nor shall any piers or supports for any elevated railway be erected upon a railway track now actually in use in any street or avenue; and no such corporation shall construct a street surface railroad to run in whole or in part upon the surface of any street or highway under the provisions of this article.

§ 130. **Crossing of horse railroad track.**—Whenever the route selected by the commissioners for the construction of such railway shall intersect, cross or coincide with any horse railway track occupying the surface of the street or avenues, such railway corporation is hereby authorized to remove, for the purpose of constructing its road, the tracks of such horse railway; but the same shall be done in such manner as to interfere as little as possible with their practical operation or working, and upon the construction of such railway, where such removals or changes have been made, the same shall be restored as near as may be to the condition in which they were previous to the construction of such railroad. All such removals and restorations shall be made at the proper cost and charges of such corporation, but no authority is herein given to any such corporation to use the tracks of any horse railway.

§ 131. **Where route coincides with another route.**—Whenever the route or routes determined upon by the commissioners coin-



cide with the route or routes covered by the charter of an existing corporation, formed for the purpose of constructing and operating such a railway, and it has not forfeited its charter or failed to comply with the provisions thereof, requiring the construction of a road or roads within the time therein prescribed, such corporation shall have the like power to construct and operate such railway upon the fulfillment of the like requirements and conditions imposed by the commissioners as a corporation specially formed under this article, and the commissioners may fix and determine the route or routes by which any elevated steam railway now in actual operation may connect with other steam railways or the depots thereof, or with steam ferries, upon making compensation therefor, and in case such corporations can not agree with the owners of such steam railways, depots or ferries upon the amount of such compensation, and such owners may be entitled to compensation therefor, the amount of such compensation shall be ascertained and paid in the manner prescribed in the condemnation law, and upon fulfillment by such elevated railway corporation, and so far as it relates to such connection, of the requirements and conditions imposed by this article, it shall possess all the powers conferred by section 129 of this article, and when any connecting route or routes shall be so designated, such elevated railway corporation may construct such connection with all the rights and with like effect as though the same had been part of the original route of such railway. (*Thus amended by chap. 676, Laws 1892.*)

§ 132. **Commissioners to transfer plans, etc.**—Within one month after such corporation shall have been formed and organized in the manner hereinbefore provided, the commissioners shall transfer and deliver to the corporation all plans, specifications, drawings, maps, books and papers in their possession, and they shall, within the like period of one month after the organization of such corporation, cause to be paid to the treasurer thereof all money collected under the provisions of this article, after deducting therefrom the necessary expenses incurred by the commissioners and the amounts due to them for their salaries.

§ 133. **Commissioners to file report; confirmation thereof.**—The commissioners shall within one hundred and forty days after their appointment, make a report to a special term of the supreme court of the department in which such railway may be located, of the amount of the pecuniary damage arising from the diminution of the value of each parcel of property bounded on that portion of the

street or streets, highway or highways, upon which it is proposed to construct such railway or railways, which will be caused by the construction, maintenance and operation thereof. The name and place of residence of the owner or owners of each parcel shall be stated if the same are known, or can be ascertained, and if not known the name of the person or persons appearing by the certificate of the clerk or register of the county, to have the title thereto from the records in his office, and a specific description of each parcel of property with reasonable certainty. The testimony, if any, taken by the commissioners as to the amount of such damage, shall accompany their report. Within thirty days after filing and recording its certificate of incorporation, the corporation authorized to construct and operate such railway or railways shall move to confirm such report by giving notice of such motion to the property owners in the manner in which notice of the time and place of hearing before the commissioners is required by section 125 to be given, and if the corporation fails to so move, any property owner may make the motion; and thereafter the proceedings shall be conducted in the manner prescribed in the condemnation law. Before constructing and operating its railway in front of any real property bounded upon any street, avenue or public place wherein the corporation is authorized by the certificate and report of the commissioners to construct and operate its road, such corporations shall pay to the owner of the real property the damages sustained or which will be sustained by him in consequence thereof, as finally fixed and ascertained, and the costs allowed him, if any, and the court may direct that such damages be paid out of the moneys deposited pursuant to the provisions of section 125, or in case negotiable securities shall have been deposited in lieu of money, that so much of such securities shall be sold as may be necessary to raise the amount required to be paid to such owner for damages and costs if any. If a bond shall have been executed in lieu of such deposit, the court may order the sureties in such bond to pay the damages so fixed and ascertained, and in default thereof, may cause them to be proceeded against and punished as for a contempt of court. (*Thus amended by chap. 676, Laws 1892.*)

§ 134. **Pay of commissioners.**— Each of the commissioners shall be paid for his services at the rate of ten dollars per day for each day of actual service as such commissioner, and all expenses necessarily incurred by him in the discharge of his duties, to be paid by such corporation, but if a sufficient amount of capital stock shall not be subscribed within one year after the appointment of such commissioners to authorize the formation of such corporation, the commissioners



shall receive no salary, and shall cause to be returned to the subscribers for such stock the amounts paid in by them, after deducting therefrom the necessary expenses incurred by the commissioners, but the time, if any, unavoidably consumed by the pendency of legal proceedings shall not be deemed a part of any period of time limited by this article.

§ 135. **Quorum; term of office; removal; vacancies in board of commissioners.**—A majority of the members of any board of commissioners appointed under this article shall be a quorum for the transaction of any business or the performance of any duty or function, or the exercise of any power, conferred or enjoined upon them. Any commissioner may be removed for cause at any time by the power appointing him, but no commissioner shall be removed without due notice and an opportunity to be heard in defense; and no commissioner thus removed is, or shall be eligible to be again appointed to the office of commissioner. In case of the death, resignation or removal from office of any commissioner the vacancy shall be filled by the power appointing him, within thirty days after such removal, or within thirty days after notice in writing to such appointing power given by some member of the board, or by the corporation hereinafter mentioned, of such death or resignation, and a certificate of every such appointment shall be filed as hereinbefore required. Except as otherwise provided by law, the terms of office of the commissioners shall determine and expire with the performance of their functions as hereinabove prescribed.

§ 136. **Abandonment or change of route; new commissioners; their powers and proceedings.**—Any corporation heretofore organized or hereafter to be organized under this article, its successors or assigns, which shall have constructed or put in operation a railway upon a part and not upon the whole of the route fixed, determined and located for such railway by a board of commissioners, may at any time apply for authority to abandon any portion of the route upon which the railway shall not have been theretofore constructed or shall not then be in operation, with or without a change and relocation of such portion, and with or without extension of the portion not abandoned, or of any part thereof. Such application shall be made by petition in writing, addressed by such corporation to the board of supervisors of the county in which such portion of the route so desired to be changed or abandoned shall be situated, which is not within the limits of any city, or if such route, or any part thereof,

shall be within the limits of a city, to the mayor of the city, for the route or portion thereof within such city. Five commissioners may be appointed pursuant to such an application as hereinafter provided, who shall be residents of the county or city and who shall have full power as herein provided. When such application is made by a corporation heretofore organized such commissioners may be appointed within thirty days after presentation of the same by such board of supervisors, or, as the case may be, by such mayor. When such application is made by a corporation hereafter to be organized under this article, such board of supervisors, or, as the case may be, such mayor, may within thirty days after presentation of such application, indorse thereon their or his approval and direction that it may be presented to the supreme court in the manner provided in section 120 of this article, and such court may thereupon appoint such commissioners. Within ten days after his appointment each commissioner so appointed shall take, subscribe and file the oath and give and file the bond prescribed by section 121 of this article; and if any one so appointed shall not comply with this requirement, he shall be deemed to have declined to accept such appointment, and to have made a vacancy which the appointing power shall fill by another appointment as herein provided. Within fifteen days after such appointments shall have been so made, the commissioners shall meet at some convenient place in such county and complete their organization as a board with appropriate officers. Such board shall have all the authority conferred by law upon commissioners appointed or authorized to be appointed under this article. Before proceeding to hear the application of the corporation, the board shall give such public notice as it may deem most proper and effective of the time and place of the hearing. Within thirty days after completing their organization such board shall hear the application of the corporation, and all parties who may be interested therein, and within sixty days after their organization they shall determine whether any part of such route should be authorized to be abandoned, or should be changed and relocated with or without extension or extensions. If the board shall determine that no abandonment of any part of the route should be allowed, and that no change and relocation of any part thereof should be effected, and that no extension should be made, the board shall dismiss the application. If the board shall determine that an abandonment of any portion of the route should be allowed, or that any change in or extension thereof should be made, the board shall proceed to authorize and require the same upon such conditions as to the board shall seem proper, and with or without extension of the remainder



of the route or of any part thereof, by fixing, determining and locating the route or routes of the extension or extensions, if any, and by directing the abandonment of the part of the route theretofore located, but by the board allowed to be abandoned, if any, and by fixing, determining and relocating the part of the route theretofore located, but by the board changed, if any; and the board shall cause to be made in duplicate a survey and map of the route as so changed and fixed, determined and located. Neither such corporation nor any assign or successor thereof shall thereafter have any authority, by reason of anything done under this article to operate or construct any railway upon any portion of the route by the board so required to be abandoned. The board shall also fix and determine the time within which the railway by it authorized and required upon any portion of the route so changed, shall be reconstructed and ready for operation. If the railway on any portion of the route not by the board changed or allowed to be abandoned, shall not have been theretofore constructed and made ready for operation, the board may extend, and fix and determine anew the time within which such railway shall be completed, but such extension of time shall not be for a longer period than that originally allowed by law for the completion thereof. If the board shall have determined that any portion of the route theretofore located should be allowed to be abandoned, with or without a change or relocation thereof or any part thereof, and with or without extension, or if the board shall have extended the time within which such railway shall be completed, the board shall make a report in writing in accordance with the determination so made, describing the portion of the route, if any there be, as so fixed, determined and located anew, and the part, if any there be, of the route allowed to be abandoned, and stating the period of time, if any, by the board fixed and determined within which such corporation shall construct and complete the railway theretofore authorized or by it authorized to be constructed, and prescribing that a failure by the corporation, its successors or assigns, to complete it within the time, if any so limited, shall work a forfeiture to the supervisors of the county if no part of the road is within a city, or in any city, to such city, of the rights and franchises of such corporation with respect to that portion of the route so fixed, determined and located anew, and with respect to the then authorized extension or extensions, if any there be of said route, upon which a railway shall not be constructed within the time so limited; but the time, if any, unavoidably consumed by the pendency of legal proceedings, shall not be deemed a part of any period of time limited in this article, and any recital of any

forfeiture of any of the rights or franchises prescribed by any commissioners heretofore appointed, to be the mayor, aldermen and commonalty of the city of New York, shall be as effectual for any and all purposes as if such forfeiture had been in terms recited to be to the board of supervisors of the county of New York. Such report shall be signed in duplicate by at least a majority of the then members of the board, and there shall be thereto annexed the survey and map as hereinabove directed, showing the line and location of each and all the routes, with or without the extension or extensions, as fixed, determined and located, and showing also the parts or part, if any there shall be, of the route or routes as theretofore fixed, determined and located, but by the board allowed to be abandoned. Within ten days after so signing such report the board shall cause the same to be filed in the office of the secretary of state, and the duplicate thereof in the office of the clerk of the county wherein such railway shall be located; and thereupon the corporation making such application, its successors or assigns, is and shall be authorized to construct, maintain and operate a steam railway for the transportation of passengers, mail and freight, upon the route or routes so fixed, determined and located, and in said report described, but the construction or operation of a railway upon any new location or selection of route is not and shall not be thus authorized except upon the condition that the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that portion of a street or highway upon which it is proposed to construct or operate such railway be first obtained, or in case the consent of such property owners cannot be obtained, that the determination of three commissioners, to be upon application appointed by the general term of the supreme court, in the district in which such railroad is proposed to be constructed, be given after a hearing of all parties interested that such railway ought to be constructed or operated, which determination, confirmed by the court, may be taken in lieu of the consent of the property owners. Such corporation is and the successors and assigns thereof shall be authorized to maintain and operate all the railroads and the appurtenances thereof by it or by them theretofore constructed upon any portion of a route or routes which shall have been located by commissioners under this article, and to complete within the time in and by such report so extended fixed, and determined anew, and thereafter to maintain and operate the railway and the appurtenances, upon so much of the route or routes theretofore fixed, determined and located as shall not have been so authorized and required to be abandoned, and with the



same rights and effect, in all respects, as if such extended period of time had been originally fixed and determined, and in the original certificate of incorporation of such corporation recited, for completing such railway and putting it in operation. The other terms and conditions in and by such certificate mentioned and prescribed, except as the same are hereinbefore modified or may be modified by the board as hereinabove authorized, shall apply to the railway herein authorized to be constructed and operated upon the route or routes as so changed, fixed, determined and located, with the same force and effect as if such route or routes, as finally so changed and located, had been in and by such articles or certificates themselves prescribed. If a new location or extension of routes shall be fixed and determined by commissioners who shall have been appointed by the court pursuant to this section, they shall also ascertain and determine the aggregate pecuniary damages arising from the diminution of value of the property bounded on that portion of the street or highway upon the line of such new location or extension and of each parcel of real property so bounded, and their proceedings thereupon shall be conducted in the same manner and upon the like notice as the proceedings for that purpose before the commissioners specified in section 125, and shall make to the supreme court the report required by section 133, and thereupon the same proceedings shall be had as are provided for in such last named section. Each commissioner shall be paid for his services at the rate of ten dollars per day for each day of actual services as such commissioner, and all reasonable expenses incurred by him in or about any of the matters referred to such board, to be paid by the corporation making the application so heard and determined. No corporation shall be authorized under this section to extend, abandon or change the location of its route, or any part thereof, where the greater portion of the route or routes is or shall be in that portion of the city of New York south or west of Harlem river, or of any route or part thereof in the city of Brooklyn, or county of Kings, or to construct, extend, abandon or change the location of any railway or route for a railway over, under, through or across any street, avenues, place or lands south of One Hundred and Twenty-eighth street or west of Third avenue in that portion of the city of New York south or west of Harlem river, or where a railway might not by law be constructed, or was not by law authorized to be by a board of commissioners located on the fifth day of June, 1888. (*Thus amended by chap. 676, Laws 1892.*)

§ 137. **Increased deposit, when and how required.**—In case any of the securities deposited in lieu of money as provided in section one hundred and twenty-five, shall in the opinion of the county treasurer or trust company with whom they may be deposited, fall below their actual value at the time of deposit, the county treasurer or trust company shall call upon such railway corporation to substitute therefor other securities equivalent at their par or market value to the amount in lieu of which the securities for which they are to be substituted were deposited, and in case such other securities shall not be furnished, the county treasurer or trust company shall call upon such corporation to furnish as a substitute, and it shall so furnish an amount of money equal to the amount in lieu of which the securities first above referred to were deposited.

§ 138. **Trains to come to full stop, etc.**—All trains upon elevated railroads shall come to a full stop before any passengers shall be permitted to leave such train; and no train on such railroad shall be permitted to start until every passenger desiring to depart therefrom shall have left the train, provided such passenger has manifested his or her intention to so depart by moving toward or upon the platform of any car; nor until every passenger upon the platform or station at which such train has stopped, and desiring to board or enter such cars, shall have actually boarded or entered the same, but no person shall be permitted to enter or board any train after due notice from an authorized employe of such corporation that such train is full and that no more passengers can be then received.

§ 139. **Gates.**—Every car used for passengers upon elevated railroads shall have gates at the outer edge of its platforms, so constructed that they shall, when opened, be caught and held open by such catch or spring as will prevent their swinging and obstructing passengers in their egress from or ingress to such cars; and every such gate shall be kept closed while the car is in motion; and when the car has stopped and a gate has been opened, the car shall not start until such gate is again firmly closed.

§ 140. **Penalty for violation of this article.**—Any elevated railroad corporation that shall fail or neglect to comply with or enforce the provisions of this article, shall upon the petition of any citizen to any court of record, and upon due notice to such corporation, and proof of such failure or neglect, pay to the clerk of the court wherein such petition was made, a sum not less than two hundred and fifty



nor more than one thousand dollars, as such court may direct by its order. The sum so ordered to be paid shall be paid by such clerk of the court to the county treasurer, and shall be distributed by such treasurer equally among the public hospitals of the county in which the proceedings is had, at such time, as the board of supervisors or board of aldermen in any such county shall direct. Nothing in this section shall relieve elevated railroad corporations from any liability under which they may now be held by existing laws for damages to persons or property. (*Thus amended by chap. 676, Laws 1892.*)

§ 141. **Sections to be printed and posted.**—The officers and board of directors of such railroad corporations shall cause copies of sections one hundred and thirty-eight, one hundred and thirty-nine and one hundred and forty to be printed conspicuously and posted in the depots or stations and in each car belonging to them.

§ 142. **Extension of time.**—The time within which any act is required to be done under this article may be extended by the supreme court for good cause shown, for one year, and but one extension will be granted. Any company that has heretofore constructed or is now operating an elevated railroad shall be deemed to have been duly incorporated, notwithstanding any failure on the part of commissioners to insert in its articles of association provisions complying with statutory requirements relative to such articles. (*This section was added by chap. 676, Laws 1892.*)

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## ARTICLE VI.

### THE BOARD OF RAILROAD COMMISSIONERS.

SECTION 150. Appointment and term of office of railroad commissioners.

151. Suspension from office.

152. Secretary and marshal of board.

153. Additional officers; their duties.

154. Oath of office; eligibility of officers of board.

155. Principal officer and meetings of board.

156. Quorum of board.

157. General powers and duties of board.

158. Reports of railroad corporations.

159. Investigation of accidents.

160. Recommendations of board where law has been violated.

161. Recommendations of board when repairs or other changes are necessary.

162. Legal effect of recommendation and action of the board.

163. Corporation must furnish necessary information.

SECTION 164. Attendance of witnesses and their fees.

165. Fees to be charged and collected by the board.

166. Annual report of board.

167. Certified copies of papers filed to be evidence.

168. Acts prohibited.

169. Salaries and expenses of members and officers of the board.

170. Total annual expense to be borne by railroads.

171. Application of this article.

§ 150. **Appointment and term of office of railroad commissioners.**—There shall continue to be a board of railroad commissioners, consisting of three competent persons, one of whom shall be experienced in railroad business, appointed by the governor, by and with the advice and consent of the senate, each of whom shall hold office for the term of five years, and until his successor shall have been appointed and shall have qualified. A commissioner shall in like manner be appointed upon the expiration of the term of any commissioner; and when any vacancy shall occur in the office of any commissioner, a commissioner shall in like manner be appointed for the residue of the term. If the senate shall not be in session when the vacancy occurs, the governor shall appoint a commissioner to fill the vacancy, subject to the approval of the senate when convened.

§ 151. **Suspension from office.**—Any commissioner may be suspended from office by the governor upon written charges preferred. The governor shall report such suspension and the reasons therefor to the senate at the beginning of the next ensuing session, and if a majority of the senate shall approve the action of the governor, such commissioner shall be removed from office and his office become vacant.

§ 152. **Secretary and marshal of board.**—The board shall have a secretary and a marshal who shall be appointed by it and serve during its pleasure. The secretary shall keep a full and faithful record of the proceedings of the board, and be the custodian of its records, and file and preserve at its general office all books, maps, documents and papers intrusted to his care, and be responsible to the board for the same. Under the direction of the board he shall be its chief executive officer, shall have general charge of its office, superintend its clerical business, conduct its correspondence, be the medium of its decisions, recommendations, orders and requests, prepare for service such papers and notices as may be required of him by the commissioners, and perform such other duties as the board may prescribe, and he



shall have power to administer oaths in all cases pertaining to the duties of his office. He shall have the power to designate from time to time one of the clerks appointed by the board to act as assistant secretary during his absence from the county of Albany, and the clerk so designated for the time designated shall within the county of Albany only, possess the powers conferred by this section upon the secretary of the board. (*Thus amended by chap. 534, Laws 1892.*)

§ 153. **Additional officers; their duties.**—The board may also appoint, to serve during its pleasure, the following officers or any of them: An accountant, who shall be thoroughly skilled in railroad accounting, and who shall, under the direction of the board, make examinations of the books and accounts of railroad and other corporations, and supervise the quarterly and annual reports made by the railroad corporations to the board, and collect and compile railroad statistics, and perform such other duties as the board may prescribe. An inspector, who shall be a civil engineer, skilled in railroad affairs, who shall make such inspections of railroads and other matters relating thereto, as directed by the board, and report to it. Such additional clerical force as may be necessary for the transaction of its business. The board may also employ engineers, accountants and other experts whose services they may deem to be of temporary importance in conducting any investigation authorized by law. (*Thus amended by chap. 534, Laws 1892.*)

§ 154. **Oath of office; eligibility of officers of board.**—Each commissioner, and every person appointed to office by the board, shall, before entering upon the duties of his office, take and subscribe the constitutional oath of office. No person shall be appointed to or hold the office of commissioner or be appointed by the board to, or hold any office, place or position under it who holds any official relation to any railroad corporation, or owns stock or bonds therein, or who is in any manner pecuniarily interested in any firm or corporation having business relations with any such corporation.

§ 155. **Principal office and meetings of board.**—The principal office of the board shall be at the city of Albany, in rooms designated by the capitol commissioners, and it may have a branch office at the city of New York, and one at the city of Buffalo; and the board, or a quorum thereof, shall meet at least once a month during the year at the office in Albany. The board shall have an official seal, to be prepared by the secretary of state in accordance with law, and its offices shall be supplied with necessary postage, stationery, office furniture

and appliances, to be paid for as other expenses authorized by this article, and it shall have prepared for it by the state the necessary books, maps and statistics, incidentally necessary for the discharge of its duties.

§ 156. **Quorum of board.**—Two of the commissioners shall constitute a quorum for the transaction of any business, or the performance of any duty of the board and may hold meetings thereof at any time or place within the state. All examinations or investigations made by the board may be held and taken by and before any one of the commissioners or the secretary of the board, by the order of the board, and the proceedings and decisions of such single commissioner or secretary, shall be deemed to be the proceedings and decisions of the board, when approved and confirmed by it. (*Thus amended by chap 534, Laws 1892.*)

§ 157. **General powers and duties of board.**—The board shall have power to administer oaths in all matters relating to its duties, so far as necessary to enable it to discharge such duties, shall have general supervision of all railroads and shall examine the same and keep informed as to their condition, and the manner in which they are operated for the security and accommodation of the public and their compliance with the provisions of their charters and of law. The commissioners or either of them in the performance of their official duties may enter and remain during business hours in the cars, offices and depots, and upon the railroads of any railroad corporation within the state, or doing business therein; and may examine the books and affairs of any such corporation and compel the production of books and papers or copies thereof, and the board may cause to be subpoenaed witnesses, and if a person duly subpoenaed fails to obey such subpoena without reasonable cause, or shall without such cause refuse to be examined, or to answer a legal or pertinent question, or to produce a book or paper, which he is directed by subpoena to bring, or to subscribe his deposition after it has been correctly reduced to writing, the board may take such proceedings as are authorized by the Code of Civil Procedure upon the like failure or refusal of a witness subpoenaed to attend the trial of a civil action before a court of record or a referee appointed by such court. The board shall also take testimony upon, and have a hearing for and against any proposed change of the law relating to any railroad, or of the general railroad law, if requested to do so by the legislature or by the committee on railroads of the senate or the assembly, or by the governor, and may take



such testimony and have such a hearing when requested to do so by any railroad corporation, or incorporated organization representing agricultural or commercial interests in the state, and shall report their conclusions in writing to the legislature, committee, governor, corporation or organization making such request; and shall recommend and draft such bills as will in its judgment protect the people's interest in and upon the railroads of this state.

§ 158. **Reports of railroad corporations.**—The board shall prescribe the form of the report required by the railroad law to be made by railroad corporations, and may from time to time make such changes and additions in such form, giving to the corporation six months' notice before the expirations of any fiscal year, of any changes or additions which would require any alteration in the method or form of keeping their accounts, and on or before September fifteenth in each year, shall furnish a blank form for such report. When the report of any corporation is defective, or believed to be erroneous, the board shall notify the corporation to amend the same within thirty days. The originals of the reports, subscribed and sworn to as prescribed by law, shall be preserved in the office of the board.

§ 159. **Investigation of accidents.**—The board shall investigate the cause of any accident on any railroad resulting in loss of life or injury to persons, which in their judgment shall require investigation and include the result thereof in their annual report to the legislature. Before making any such examination or investigation, or any investigation or examination under this article, reasonable notice shall be given to the corporation, person or persons conducting and managing such railroad of the time and place of commencing the same. The general superintendent or manager of every railroad shall inform the board of any such accident immediately after its occurrence. If the examination of the books and affairs of the corporation, or if witnesses in its employ, shall be necessary in the course of any examination or investigation into its affairs, the board, or a commissioner thereof, shall sit for such purpose in the city or town of this state where the principal business office of the corporation is situated if requested so to do by the corporation; but the board may require copies of books and papers, or abstracts thereof, to be sent to them to any part of this state.

§ 160. **Recommendations of board, where law has been violated.**—If, in the judgment of the board, it shall appear that any railroad corporation has violated any constitutional provision or law,

or neglects in any respect to comply with the terms of the law by which it was created, or unjustly discriminates in its charges for services, or usurps any authority not granted by law, or refuses to comply with the provisions of any law, or with any recommendation of the board, it shall give notice thereof in writing to the corporation, and if the violation, neglect or refusal is continued after such notice, the board may forthwith present the matter to the attorney-general, who shall take such proceedings thereon as may be necessary for the protection of the public interests.

§ 161. **Recommendations of board, when repairs or other changes are necessary.**—If, in the judgment of the board, after a careful personal examination of the same, it shall appear that repairs are necessary upon any railroad in the state, or that any addition to the rolling stock, or any addition to or change of the station or station-houses, or that additional terminal facilities shall be afforded, or that any change of the rates of fare for transporting freight or passengers or in the mode of operating the road or conducting its business, is reasonable and expedient in order to promote the security, convenience and accommodation of the public, the board shall give notice and information in writing to the corporation of the improvements and changes which they deem to be proper, and shall give such corporation an opportunity for a full hearing thereof, and if the corporation refuses or neglects to make such repairs, improvements and changes, within a reasonable time after such information and hearing, and fails to satisfy the board that no action is required to be taken by it, the board shall fix the time within which the same shall be made, which time it may extend. It shall be the duty of the corporation, person or persons owning or operating the railroad to comply with such decisions and recommendations of the board as are just and reasonable. If it fails to do so the board shall present the facts in the case to the attorney-general for his consideration and action, and shall also report them in its annual or in a special report to the legislature.

§ 162. **Legal effect of recommendations and action of the board.**—No examination, request or advice of the board, nor any investigation or report made by it, shall have the effect to impair in any manner or degree the legal rights, duties or obligations of any railroad corporation, or its legal liabilities for the consequence of its acts, or of the neglect or mismanagement of any of its agents or employes. The supreme court at special term shall have power in its discretion, in all cases of decisions and recommendations by the board



which are just and reasonable to compel compliance therewith by mandamus, subject to appeal to the general term and the court of appeals, and upon such appeal, the general term and the court of appeals may review and reverse upon the facts as well as the law. (*Thus amended by chap. 676, Laws 1892.*)

§ 163. **Corporations must furnish necessary information.**—Every railroad corporation shall, on request, furnish the board any necessary information required by them concerning the rates of fare for transporting freight and passengers upon its road and other roads with which its business is connected, and the condition, management and operation of its road, and shall, on request, furnish to the board copies of all contracts and agreements, leases or other engagements entered into by it with any person or corporation. The commissioners shall not give publicity to such information, contracts, agreements, leases or other engagements, if, in their judgment, the public interests do not require it, or the welfare and prosperity of railroad corporations of the state might be thereby injuriously affected.

§ 164. **Attendance of witnesses and their fees.**—All subpoenas shall be issued by the president of the board, or by any two members thereof, and may be served by any person of full age authorized by the board to serve the same. The fees of witnesses before the board shall be two dollars for each day's attendance, and five cents for every mile of travel by the nearest generally traveled route in going to and returning from the place where the attendance of the witness is required, and the fees shall be audited and paid by the comptroller on the certificate of the secretary of the commission.

§ 165. **Fees to be charged and collected by the board.**—The board shall charge and collect the following fees: For copies of papers and records not required to be certified, or otherwise authenticated by the board, ten cents for each folio of one hundred words; for certified copies of official documents filed in its office, fifteen cents for each folio, and one dollar for every certificate under seal affixed thereto; for each certified copy of the quarterly report made by a railroad corporation to the board, fifty cents; for each certified copy of the annual report of the board, one dollar and fifty cents; for certified copies of evidence and proceedings before the board, fifteen cents for each folio. No fees shall be charged or collected for copies of papers, records or official documents, furnished to public officers for use in their official capacity, or for the annual reports of the board.

in the ordinary course of distribution. All fees charged and collected by the board belong to the people of the state, and shall be paid quarterly, accompanied with a detailed statement thereof into the treasury of the state to the credit of the general fund.

§ 166. **Annual report of board.**—The board shall make an annual report on or before the second Monday in January in each year, which shall contain :

1. A record of their meetings and an abstract of their proceedings during the preceding year.

2. The result of any examination or investigation conducted by them.

3. Such statements, facts and explanations as will disclose the actual workings of the system of railroad transportation in its bearing upon the business and prosperity of the state, and such suggestions as to the general railroad policy of the state, of the amendment of its laws, or the condition, affairs or conduct of any railroad corporation, as may seem to them appropriate.

4. Drafts of all bills submitted by them to the legislature and the reasons therefor.

5. Such tables and abstracts of all the reports of all the railroad corporations as they may deem expedient.

6. A statement in detail of the traveling expenses and disbursements of the commissioners, their clerks, marshal and experts.

Five hundred copies of the report with the reports of the railroad corporations of the state, in addition to the regular number prescribed by law, shall be printed as a public document of the state, bound in cloth for the use of the commissioners, and to be distributed by them in their discretion to railroad corporations and other persons interested therein.

§ 167. **Certified copies of papers filed to be evidence.**—Copies of all official documents filed or deposited according to law in the office of the board, certified by a member of the board or the secretary thereof to be true copies of the originals under the official seal of the board, shall be evidence in like manner as the originals.

§ 168. **Acts prohibited.**—No railroad commissioner shall, directly or indirectly, solicit or request from, or recommend to any railroad corporation, or any officer, attorney or agent thereof, the appointment of any person to any place or position, nor shall any railroad corporation, its attorney or agent, offer any place, appointment or position or other consideration to such commissioners, or either of them, nor to



any clerk or employe of the commissioners or of the board; neither shall the commissioners or either of them, nor their secretary, clerks, agents, employes or experts, accept, receive or request any pass from any railroad in this state, for themselves or for any other person, or any present, gift or gratuity of any kind from any railroad corporation; and the request or acceptance by them, or either of them, of any such place or position, pass, presents, gifts or other gratuity shall work a forfeiture of the office of the commissioner or commissioners, secretary, clerk, or clerks, agent or agents, employe or employes, expert or experts, requesting or accepting the same.

§ 169. **Salaries and expenses of members and officers of the board.**—The annual salary of each commissioner shall be eight thousand dollars; of the secretary, six thousand dollars; of the marshal, fifteen hundred dollars; of the accountant and of the inspector such sum as the board may fix, not exceeding three thousand dollars each; of the clerical force such sums respectively as the board may fix. In the discharge of their official duties, the commissioners, their officers, clerks and all experts and agents whose services are deemed temporarily of importance, shall be transported over the railroads in this state free of charge upon passes signed by the secretary of state and the commissioners shall have reimbursed to them the necessary traveling expenses and disbursements of themselves, their officers, clerks and experts, not exceeding in the aggregate five hundred dollars per month. All salaries and disbursements shall be audited and allowed by the comptroller, and paid monthly by the state treasurer upon the order of the comptroller out of the funds provided therefor. (*Thus amended by chap. 534, Laws 1892.*)

§ 176. **Total annual expense to be borne by railroads.**—The total annual expense of the board authorized by law, excepting only rent of offices and the cost of printing and binding the annual reports of the board as provided by law, shall not exceed fifty thousand dollars; and shall be borne by the several corporations owning or operating railroads according to their means, to be apportioned by the comptroller who, on or before July first in each year, shall assess upon each of such corporations its proportion of such expenses, one-half in proportion to its net income for the fiscal year next preceding that in which the assessment is made, and one-half in proportion to the length of its main road and branches, except that each corporation whose line of road lies partly within and partly without the State, shall in respect of its net income be assessed on a part

bearing the same proportion to its whole net income that the line of its road within the State bears to the whole length of road, and in respect of its main road and branches shall be assessed only on that part which lies within the State. Such assessment shall be collected in the manner provided by law for the collection of taxes upon corporations. (*Thus amended by chap. 534, Laws 1892.*)

§ 171. **Application of this article.**— The provisions of this article shall apply to all railroads within the State, and the corporations, receivers, trustees, directors or others, owning or operating the same or any of them, and to all sleeping and drawing room car corporations, and to all other associations, partnerships or corporations engaged in transporting passengers or freight upon any such railroad as lessee or otherwise. (*Sections 180 to 183, both inclusive, were repealed by chap. 676, Laws 1892.*)



# GENERAL ACTS RELATING TO RAILROADS

WHICH WERE IN

EFFECT PRIOR TO MAY 1<sup>ST</sup>, 1891, NOT IN TERMS REPEALED BY ANY OF THE PRECEDING LAWS, OR NOT COVERED BY ANY OF THE PROVISIONS OF SAID SEVERAL ACTS.

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**Article VIII, section 1 of the Constitution of the State of New York.**—Corporations may be formed under general laws, but shall not be created by special act, except for municipal purposes, and in cases where, in the judgment of the Legislature, the objects of the corporation can not be attained under general laws. All general laws and special acts passed pursuant to this section may be altered from time to time.

## CHAP. 276, LAWS OF 1834.

AN ACT to incorporate the Medina and Darien Railroad Company.

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§ 17. **Power of Canal Commissioners.**—The canal commissioners are hereby invested with a general and supervisory power over so much of any railroad as passes over any canal or feeder belonging to this state, or approaches within ten rods or such canal or feeder, so far as such power may be necessary to preserve the free and perfect use of the canals or feeders of this state, and necessary for making any repairs, improvements or alterations in the same; and said company shall not construct their railroad over or at any place within ten rods of any canal or feeder belonging to this state, unless said company shall lay before the commissioners aforesaid, a map, plan and profile, as well of the canal or feeder as of the route designated for their railroad, exhibiting distinctly and accurately the relation of each to the other, at all the places within the limits of ten rods as aforesaid; and shall thereupon obtain the written permission of said canal commissioners, with such conditions, instructions and limitations as, in the judgment of said canal commissioners, the free and perfect use of any such canal or feeder may require.

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**CHAP. 133, LAWS OF 1847.**

**AN ACT** authorizing the incorporation of rural cemetery associations.

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§ 10. **No street, road, avenue or thoroughfare to be laid out through a cemetery.** — The cemetery lands and property of any association formed pursuant to this act, and any property held in trust by it for any of the purposes mentioned in section nine of this act, shall be exempt from all public taxes, rates and assessment, and shall not be liable to be sold on execution, or be applied in payment of debts from any individual proprietor. But the proprietors of lots or plots in such cemeteries, their heirs or devisees, may hold the same exempt therefrom, so long as the same shall remain dedicated to the purposes of a cemetery, and during that time no street, road, avenue or thoroughfare shall be laid out through such cemetery, or any part of the lands held by such association for the purposes aforesaid, without the consent of the trustees of such association, except by special permission of the Legislature of the State.

**CHAP. 300, LAWS OF 1835.**

**AN ACT** to enlarge the powers of commissioners of highways.

**SECTION 1. Lawful for commissioners of highways, having supervision thereof to give written consent for construction across road or highway.** — Whenever any association or individual shall construct a railroad upon land purchased for that purpose, or a route which shall cross any road or other public highway, it shall be lawful for the commissioners of highways, having the supervision thereof, to give a written consent that such railroad may be constructed across, or on such road or other public highway; and thereafter such association or individual shall be authorized to construct and use such railroad across or on such roads or other highways as the commissioners aforesaid shall have permitted; but any public highway thus intersected or crossed by a railroad shall be so restored to its former state as not to have impaired its usefulness.

**CHAP. 62, LAWS OF 1853.**

**AN ACT** to regulate the construction of roads and streets across railroad tracks.

**SECTION 1. Laying out streets or highways across railroad tracks.** — It shall be lawful for the authorities of any city, village or town in this state, who are by law empowered to lay out



streets and highways, to lay out any street or highway across the track of any railroad now laid or which may hereafter be laid, without compensation to the corporation owning such railroad; but no such street or highway shall be actually opened for use until thirty days after notice of such laying out has been served personally upon the president, vice-president, treasurer or a director of such corporation.

§ 2. **Railroad corporations to cause street laid out across their track to be taken at most convenient place for public travel.**—It shall be the duty of any railroad corporation, across whose track a street or highway shall be laid out as aforesaid, immediately after the service of said notice, to cause the said street or highway to be taken across their track, as shall be most convenient and useful for public travel, and to cause all necessary embankments, excavations and other work to be done on their road for that purpose; and all the provisions of the act, passed April 2, 1850, in relation to crossing streets and highways, already laid out, by railroads, and in relation to cattle-guards and other securities and facilities for crossing such roads, shall apply to streets and highways hereafter laid out.

§ 3. **Penalty for neglect or refusal.**—If any railroad corporation shall neglect or refuse, for thirty days after the service of the notice aforesaid, to cause the necessary work to be done and completed, and improvements made on such streets or highways across their road, they shall forfeit and pay the sum of twenty-dollars for every subsequent day's neglect or refusal, to be recovered by the officers laying out such street or highway, to be expended on the same; but the time for doing said work may be extended, not to exceed thirty days, by the county judge of the county in which such street or highway, or any part thereof, may be situated, if, in his opinion, the said work can not be performed within the time limited by this act.

#### CHAP. 452, LAWS OF 1881.

AN ACT to authorize corporations owning canals to construct and operate railroads along side of or in lieu thereof.

SECTION 1. **Corporation owning canal may construct railroad.**—It shall be lawful for any corporation of this State owning and operating a canal to construct and operate along or in lieu of such canal a railroad, and the exercise of the authority hereby conferred shall not be deemed to forfeit or impair its corporate rights under its charter or act of incorporation.

§ 2. **Corporate powers.**—Such company, in the construction and maintenance of any such railroad under the authority of this act, shall have, possess and enjoy all the powers and privileges contained in an act entitled “An act to authorize the formation of railroad corporations and to regulate the same,” passed April 2, 1850, and the several acts amending the same, and be subject to all the duties, liabilities and provisions so far as relates to any powers or privileges by this act upon said company conferred and hereafter exercised.

§ 3. **Not authorized to construct railroad in any other locality.**—Nothing in this act contained shall authorize the construction of any railroad except upon or along such canal owned and operated by any such company, and not in any other locality.

### CHAP. 189, LAWS OF 1891.

AN ACT to incorporate the Whirlpool Bridge Company.

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§ 7. **Power to take and hold real estate ; corporation to have same powers as railroad corporations in certain matters.**—The said corporation is hereby empowered to purchase, receive and hold such real estate on either side of the Niagara river, as may be necessary and convenient in accomplishing the objects for which this charter is granted, and may, by their surveyor and engineer, enter upon such sites and locations and take possession of the same. All such sites and locations as shall be entered upon, as aforesaid, shall, except donations, be purchased of the owner or owners at a price to be mutually agreed upon; in cases of disagreement as to the prices to be paid for such land, within the boundaries of the State of New York, then the said corporation shall possess all the powers and privileges contained in the thirteenth, fourteenth, fifteenth, sixteenth, seventeenth, eighteenth, nineteenth, twentieth, twenty-first, twenty-second, twenty-third, twenty-fourth, twenty-fifth, twenty-sixth and twenty-eighth sections of the act entitled “An act to authorize the formation of railroad corporations and to regulate the same,” passed April second, eighteen hundred and fifty, and as the same have been and stand amended and subject to the duties, liabilities and provisions of the said sections contained.

§ 8. **This corporation to possess general powers, etc., prescribed in act authorizing consolidation of certain railroad companies.**—The corporation shall possess the general powers and be subject to the restrictions and liabilities prescribed in the act entitled “An act authorizing the consolidation of certain railroad companies,” passed May twentieth, eighteen hundred and sixty-



nine, so far as the same are applicable thereto, for the purpose of consolidating with any corporation chartered for like purposes by the parliament of Canada; and shall further have the power to lease the said bridge, the approaches and connections and appurtenances thereto, to any chartered corporation for such time and on such time and terms as may be agreed upon.

### CHAP. 555, LAWS OF 1890.

AN ACT to provide for the improvement and maintenance of the public roads in certain counties as county roads.

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§ 7. **Construction of horse, electric or other railways.**— No horse railway or electric or other railway shall be laid, constructed or operated on said county roads, unless, in addition to the requirements of existing laws, the same shall be authorized by a two-third vote of the board of supervisors and unless the same shall be constructed with a flat or grooved rail, and in case of horse railways, paved between the tracks in the manner prescribed by the board of supervisors in the resolution authorizing the same, and the same constantly maintained in good order and condition by said railroad company, and the railroad or corporation constructing the same shall agree thereto, and it shall be the duty of the said board of supervisors to require from said railroad or corporation, or other person, a bond with sufficient sureties as a guarantee, and conditioned for the performance of their agreement, and the board of supervisors may, from time to time, require such bond to be renewed in case the sureties, or any of them, in its judgment, shall become insufficient.

### CHAP. 253, LAWS OF 1891.

AN ACT concerning the Niagara Falls Power Company, and to amend chapter eighty-three of the laws of eighteen hundred and eighty-six, as amended by chapter one hundred and nine of the laws of eighteen hundred and eighty-nine.

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§ 10. **Right to enter upon lands under streets, highways, railroads, etc.**— Said company may enter upon and use the ground or soil under any street, highway, road, railroad land or public ground, except Erie canal land, within said counties for the purposes aforesaid, and may, when necessary, change the location or surface grade of any street, highway or road; and such right shall be continuous for said purposes, including the relaying, repairing, altering or extending its

works; provided, however, that in cases where any open canal or other open work of said company, shall cross any street, highway, road, public ground or railroad land, said company shall construct, and at all times thereafter maintain suitable and proper bridges over its said work where such bridges are rendered necessary by the construction of its said works; and in cases where its pipes or other covered work shall be laid under the surface of any road, street, highway, public ground or railroad land the surface thereof shall be made and kept suitable for public travel, and as nearly as may be as it was before said work was done; and in cases of posts and elevated conductors, cables or wires upon and over such road, street, highway, public ground or railroad land, the same shall be so placed and elevated as not to interfere with the ordinary use thereof by the public or railroad company, or highway or railroad purposes.

#### CHAP. 267, LAWS OF 1891.

AN ACT to authorize change of gauge on railroads and to provide for an increase of floating and bonded indebtedness.

SECTION 1. Any railroad company incorporated under chapter one hundred and forty of the laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations and to regulate the same," and acts amendatory thereof and supplementary thereto, may change the gauge of its road on consent of the board of railroad commissioners and approval of the stockholders of said railroad company owning three-fourths in amount of the capital stock, said approval of said stockholders to be made at a special meeting of the stockholders of said company called for that purpose; and upon like consent of said board of railroad commissioners, and upon like approval of the stockholders of said railroad company owning three-fourths in amount of said capital stock of said company, the floating and bonded indebtedness of said railroad company may be increased to an amount necessary to make such change of gauge and to provide for the operating expenses of said railroad, notwithstanding restrictions or limitations contained in the original certificate of incorporation of said railroad company.

#### CHAP. 294, LAWS OF 1891.

AN ACT in relation to elevated railways in cities.

SECTION 1. When elevated road may abandon part of its route; proceedings in such case.—Any company operating an elevated railway or railways in any city of this state for the transpor-



tation of passengers, mails or freight, and which, prior to the passage of this act shall have built and operated six-tenths of its route as set forth and embodied in its articles of incorporation, may declare relinquished\* and abandoned any portion of its said route, which it may deem no longer necessary for the successful operation of its road and the convenience of the public. Such declaration of abandonment to be valid, shall be adopted by the board of directors, under the seal of such company, and shall be submitted to the stockholders thereof at a meeting called for the purpose of taking the same into consideration. Due notice of the time and place of holding said meeting, and stating the object thereof shall be given by the company to its stockholders by written or printed notices addressed to each of the persons in whose name the capital stock of the company stands on the books thereof, at the address of such persons as stated on the books, or as known to the secretary of the company, and delivered or mailed to such persons, or the legal representatives of such persons, respectively, at least thirty days before the time of holding the meeting of such company, and also by a general notice published daily for at least four weeks in some newspaper last designated for the publication of the session laws or of judicial proceedings and legal notices in the county where the route of such company is located; and at the said meeting of stockholders the declaration of the said directors shall be considered and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballots shall be cast in person or by proxy, and if two-thirds of all the votes of the stockholders cast in person or by proxy at said meeting shall be for the adoption of said declaration of abandonment, then that fact shall be certified thereon by the secretary of the company under the seal thereof, and the declaration so adopted shall be submitted for approval to the state board of railroad commissioners, and if approved by them, such approval shall be indorsed thereon, and the said declaration so certified and indorsed shall be filed and recorded in the office of the secretary of state, and from the time of such filing such portion of said route designated, in such declaration of such company shall be deemed to be abandoned. A copy of such declaration of abandonment, duly certified by the secretary of state, under his official seal, shall be presumptive evidence in all courts and places of the facts which it recites, and of the regularity of the proceedings resulting in such abandonment.

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\*So in the original.

**CHAP. 604, LAWS OF 1892.**

AN ACT for the relief of street surface railroad companies organized under chapter two hundred and fifty-two of the laws of eighteen hundred and eighty-four.

SECTION 1. Any street railroad company now organized under chapter two hundred and fifty-two of the laws of eighteen hundred and eighty-four, which shall have heretofore constructed and is now operating any extension or branch of its railroad along any streets or highways or portion thereof within any county named in its articles of association, in a city not exceeding in population fifty thousand inhabitants, and shall heretofore have obtained the consent of the owners of one-half in value of the property bounded on and the consent also of the local authorities having control of that portion of a street or highway upon which it has constructed or operated such railroad, is hereby authorized to operate and maintain the same respectively in like manner and as fully as if the said streets and highways, or portions thereof, were fully named and described in its articles of association, and upon filing in the office of the secretary of state a certificate signed by its board of directors, which certificate shall contain a statement of the names of cities, towns, villages and counties, and the names and descriptions of the streets, avenues and highways in which such extension or branch has been constructed the places from and to which the same has been constructed and is to be maintained and operated, and the length thereof, as near as may be; thereupon the said extension and branches shall be deemed and considered a part of the lines of railway of such corporation from the date of the filing thereof, with the same force and effect as if the same were fully named and described in its original articles of association, and all corporate action relating to the construction, maintenance and operation of such extensions or creating liens upon the same by the said corporation, are hereby validated and confirmed.

§ 2. Nothing in this act contained shall affect or impair any vested right or any pending litigation.

§ 3. This act shall take effect immediately.

**CHAP. 317, LAWS OF 1881.**

AN ACT to authorize a change in certain cases, of the time for holding elections in railroad companies.

SECTION 1. **Companies may change time for holding elections.**—Any railroad company, the time for the annual election of directors in which is now fixed for any day in the month of June,



may, by a vote of a majority of the stock, either in person or by proxy thereof to that effect, and filing in the office of the secretary of state a copy of such proceedings, certified by the secretary of the company under its corporate seal, change the time for holding such annual election to any day in the month of April; provided, however, that the first election held under such resolution shall be held in the month of April which shall precede the time at which such election would otherwise have been held.

### CHAP. 378, LAWS OF 1883.

#### AN ACT in relation to receivers of corporations.

**SECTION 1. Application for appointment of receiver, where made.** — Every application hereafter made for the appointment of a receiver of a corporation shall be made at a special term of the court held in and for the judicial district in which the principal business office of the corporation was located at the commencement of the action wherein such receiver is appointed, or in and for a county adjoining such district, and any order appointing a receiver, otherwise made, shall be void.

**§ 2. Compensation.** — Every receiver shall be allowed to receive, as compensation for his services as such receiver, five per centum for the first \$100,000 received and paid out, and two and a half per centum on all sums received and paid out in excess of the said \$100,000. But no receiver shall be allowed or shall receive, from such percentages or otherwise, for his said services for any one year, any greater sum or compensation than \$12,000, nor for any period less than one year more than at the rate of \$12,000 per year, provided that where more than one receiver shall be appointed, the compensation shall be divided between such receivers. (*Thus amended, chap. 275, Laws of 1886.*)

**§ 3. Order appointing receiver to designate place of deposit.** — All orders appointing receivers of corporations shall designate therein one or more places of deposit, wherein all funds of the corporation not needed for immediate disbursement shall be deposited, and no deposits or investments of such trust funds shall be made elsewhere, except upon the order of the court upon due notice given to the attorney-general.

**§ 4. Duties of receiver.** — It shall be the duty of every receiver of an insurance, banking or railroad corporation, or trust company, to present every six months to the special term of the supreme court,

held in the judicial district wherein the place of trial or venue of the action or special proceeding in which he was appointed may then be, on the first day of its first sitting, after the expiration of said six months, and to file a copy of the same, if a receiver of a bank or trust company, with the bank superintendent; if a receiver of an insurance company, with the superintendent of insurance, and in each case with the attorney-general, an account exhibiting in detail the receipts of his trust, and the expenses paid and incurred therein during the preceding six months; and it shall be unlawful for any receiver of the character specified in this section to pay to any attorney or counsel any costs, fees or allowance until the amounts thereof shall have been stated to the special term in this manner, as expenses incurred, and shall have been approved by that court by an order of the court duly entered; and any such order shall be the subject of review by the general term and the Court of Appeals on an appeal taken therefrom by any party aggrieved thereby. Of the intention to present such account, as aforesaid, the attorney-general shall be given eight days' notice in writing, and the attorney-general shall examine the books and accounts of such receiver at least once every twelve months. (*Thus amended by chap. 40, Laws of 1885.*)

**§ 5. Intervenor to pay his own legal expenses; no allowance to be made for costs to attorney.**—In case of the intervention of any policyholder or depositor, by permission of the court, such policy-holder or depositor shall defray the legal expenses thereof, and no allowance shall be made for costs or fees to any attorney of such policy-holder or depositor.

**§ 6. Receiver to close up affairs within one year.**—The affairs of every insolvent corporation now in the hands of any receiver shall be fully closed up by the receiver thereof within one year from the passage of this act, unless the court, upon application by said receiver, and upon due notice to the attorney-general, shall give additional time for that purpose.

**§ 7. Attorney-General may apply to have receiver removed; appeal.**—The attorney-general may, at any time he deems that the interests of the stockholders, creditors, policy-holders, depositors or other beneficiaries interested in the proper and speedy distribution of the assets of any insolvent corporation will be subserved thereby, make a motion in the supreme court at a special term thereof, in any judicial district, for an order removing the receiver of any insolvent corporation and appointing a receiver thereof in his stead, or to compel him to account, or for such other and additional



order or orders as to him may seem proper to facilitate the closing up of the affairs of such receivership, and any appeal from any order made upon any motion under this section shall be to the general term of said court of the department in which such motion is made.

§ 8. **Copies of all papers to be served on attorney-general.** — A copy of all motions and all motion papers, and a copy of any other application to the court, together with a copy of the order or judgment to be proposed thereon to the court, in every action or proceeding now pending for the dissolution of a corporation or a distribution of its assets, or which shall hereafter be commenced for such purposes, shall, in all cases, be served on the attorney-general, in the same manner as provided by law for the service of papers on attorneys who have appeared in actions, whether the applications but for this law would be *ex parte* or upon notice, and no order or judgment granted shall vary in any material respect from the relief specified in such copy or order unless the attorney-general shall appear on the return day and have been heard in relation thereto; and any order or judgment granted in any action or proceeding aforesaid, without such service of such papers upon the attorney-general, shall be void, and no receiver of any such corporation shall pay to any person any money directed to be paid by any order or judgment made in any such action or proceeding, until the expiration of eight days after a certified copy of such order or judgment shall have been served as aforesaid upon the attorney-general.

§ 9. **Where applications under this act to be made; venue changed.** — All applications to the court contemplated by this act shall be made in the judicial district where the principal office of the insolvent corporation was located; and the venue of all actions or proceedings now pending, not in the judicial district where the principal office of the insolvent corporation was located, are hereby changed and transferred to the county and judicial district where such principal office was located.

§ 10. **Preference on calendar.** — All actions or other legal proceedings and appeals therefrom, or therein brought by or against a receiver of any of the insolvent corporations referred to in this act, shall have a preference upon the calendars of all courts next in order to actions or proceedings brought by the people of the State of New York.

§ 11. **Repeal.** — All acts or parts of acts inconsistent herewith are hereby repealed.

**CHAP. 285, LAWS OF 1884.**

AN ACT to provide for the transfer of securities and property of bankrupt corporations to the receivers of such corporations, and for the transfer by the superintendent of the insurance department to receivers of insolvent life insurance and annuity companies of funds and securities deposited with such superintendent by such company for the security of policy holders.

**SECTION 1. Where receivers have or shall be appointed for any corporation other than insurance companies on application by attorney-general, property to vest in receiver; proviso.**—In all cases where receivers have been or shall be appointed for any corporation of this state other than an insurance company, on application by the attorney-general, all property, real and personal, and all securities of every kind and nature belonging to such corporation, no matter where located or by whom held, shall be transferred to, vested in, and held by such receiver, provided, however, that such transfer shall only be made when directed by an order of the supreme court, due notice of the application for such order having been made on the attorney-general, and the custodian of the funds, securities or property.

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**CHAP. 376, LAWS OF 1885.**

AN ACT to provide for the payment of wages to employes, operatives and laborers of domestic corporations, other than insurance and moneyed corporations, of which a receiver shall be appointed.

**SECTION 1. Wages of employes to be preferred.**—Where a receiver of a corporation created or organized under the laws of this state and doing business therein, other than insurance and moneyed corporations, shall be appointed, the wages of the employes, operatives and laborers thereof shall be preferred to every other debt or claim against any such corporation, and shall be paid by the receiver from the moneys of such corporation which shall first come to his hands.

**CHAP. 310, LAWS OF 1886.**

AN ACT to provide for the winding up of corporations which have been annulled and dissolved by legislative enactment.

**SECTION 1. Duty of attorney-general.**—Whenever any corporation organized under the laws of this state shall be annulled and dissolved by an act of the legislature, it shall be the duty of the



attorney-general immediately thereafter to bring a suit to wind up and finally settle and adjust the affairs of such annulled and dissolved corporation.

§ 2. **Suit, where to be brought.**—Such suit shall be brought in the supreme court in the name of the people of the state, in any county which the attorney-general may select. The president, or vice-president, or secretary, or treasurer of such dissolved corporation, who may have been in office at the time of the dissolution thereof, shall be named, as such officer, as defendant in such suit, and the summons and complaint therein shall be served upon him. If, at the time of such annulment and dissolution, there shall not be one of the above designated officers of such corporation, then such suit shall be brought against and the summons and complaint therein served upon any one of the persons who were last acting as directors of such corporation.

§ 3. **Court to appoint receiver.**—It shall be the duty of the special term of the supreme court in the county designated in such summons and complaint, or of any judge of said court who resides in the judicial department in which such county is situated, upon the presentation of a certified copy of the act of the legislature annulling and dissolving a corporation, and of the summons and complaint founded thereon, immediately to appoint a receiver of the assets and property of such dissolved corporation; and the person so appointed shall be both the temporary and permanent receiver thereof, and shall give a bond with sureties, to be approved by said court or such judge thereof, to the people of the State in the penalty of not less than \$10,000, conditioned for the faithful discharge of his duties as such receiver, and for his due accounting for, and paying over all moneys and property which may come to his hands as such receiver. No one of the officers, directors or stockholders of such corporation shall be appointed such receiver thereof.

§ 4. **Receiver to make inventory.**—Such receiver shall, immediately after his appointment and the approval of his bond, cause an inventory of all the property of such dissolved corporation to be taken and filed in the office of the clerk of the county in which such action is pending, and for the purpose of ascertaining the nature, extent and location of such property, the said receiver shall have power to compel the attendance of witnesses, as hereinafter provided, and all evidence taken by or before said receiver in relation to such property shall be filed by him in the office of such county clerk.

§ 5. Notice to creditors; powers and duties of receiver; creditors to present claims.—The said receiver shall, immediately after his appointment, publish in two newspapers to be designated by said court, or such judge thereof, daily for one week, and for such longer time, not exceeding one month, as the said court or such judge thereof may by order designate, a notice to all creditors of such dissolved corporation to present their claims and demands against, and all evidences of indebtedness of such dissolved corporation, to such receiver at a time and place to be designated in such notice. Such receiver is hereby authorized to examine on oath any of such creditors, or claimants, or other witnesses, as to any and all matters pertaining to any claim or demand or evidence of indebtedness so presented. At the expiration of ten days from the date specified in such notice, or within such further time as may be allowed by said court or such judge thereof, the said receiver shall make a list of all the claims presented to or proved before him, in which list he shall specify the amount, origin and true consideration of each claim so presented to or proved before him, and the name of the person in whose behalf the same is presented or proved, and the date when such claimant became the true owner thereof. Such list when so completed shall be verified by such receiver, and shall thereupon be filed, together with such evidence as may have been taken by him, in the office of the said county clerk. The said receiver shall, immediately after such filing, publish a notice daily for fourteen days in two newspapers to be designated by said court, or such judge thereof, stating that such list will be presented to such court, or to a judge thereof, residing in such county, on a day and at a place to be designated in such notice, and the said court or such judge thereof will then and there be asked for an order directing the sale at public auction of all the property specified in such inventory. Any creditor or stockholder may appear and be heard at such time and place. It shall be the duty of said court, or of such judge thereof, to whom such list shall be presented, to examine the same, together with such evidence as the receiver shall have taken, and to reject all claims, demands and evidences of indebtedness which were not legally incurred or created by said corporation, or which were in excess of its powers, or which are for any reason shown to be illegal; and no claim or demand shall be allowed for any greater amount than the money value of the consideration therefor, unless the said court or judge shall find and decide from the evidence taken by and before the receiver, that the person professing to own such claim does in truth own the same by reason of having taken a negotiable instrument or paper before the act dissolving and annulling the corporation alleged



to be bound by such instrument or paper and also before such instrument or paper was by its terms due, and that the same was taken for value paid, and parted with in good faith before said act of dissolution, and without knowledge or notice of any defect, want or deficiency of previous consideration, or other equity, off-set or defense originally attaching to such instrument or paper, or to the claim or demand upon which the same are founded. Such examination and rejection shall be made by such court or such judge thereof, and not by any referee.

§ 6. **When claim of creditor is debarred; right of creditor to appeal; sale of property; allowance to receiver; distribution of assets.**—All creditors whose claims shall not have been presented as above provided shall be debarred from participating in the avails of the sale of the property described in said inventory. Any creditor whose claim may have been rejected, and who shall have appealed, may apply to said court or such judge thereof for an order that a pro rata amount of the avails of such sale which would have appertained to the claim of such creditor, had not the same been rejected, may be retained in court to abide the result of his appeal, and said court, or such judge thereof, shall have discretion to grant the same. Any claimant feeling aggrieved by such rejection may appeal therefrom to the general term and to the Court of Appeals, in the manner now provided by law for such appeals from orders in civil actions, but neither of such appeals shall stay the proceedings of such receiver or court, or judge thereof, or a sale of such property as herein provided for. The amount of all claims and demands so rejected by said court or such judge shall be deducted from the total amount of claims and demands so filed by the said receiver, and an entry of such rejection shall be made upon said list by said court or such judge, and thereupon the said court or such judge shall by order, reciting the proceedings direct the immediate sale by said receiver, at public auction, at a time and a place and in the manner, and after such notice as may be provided in said order, of all the property in said inventory specified, to such person, firm or corporation as shall bid the highest sum or amount therefor. The receiver shall report to said court or such judge thereof, the name of the highest bidder, the amount bid, and thereupon said court or such judge thereof shall by order forthwith direct the said receiver by proper written instrument to convey and transfer all of the property described in said inventory, and offered for sale at said auction, to said highest bidder, who on receiving the same shall pay to the receiver the sum bid. The said court or such judge thereof,

shall allow to the receiver two per cent upon the whole amount received by him from the sale of the property described in said inventory for his compensation as such receiver, and also his disbursements, including witness' fees, and the service of subpoenas and to, the attorney-general, and to such other counsel as the receiver may find it necessary to employ, a reasonable counsel fee. The residue of the amount in the hands of the receiver shall be by him distributed among the owners of the claims in said list, which have been allowed subject to the deduction above provided for in case of an appeal, pro rata, or in full if such residue shall be sufficient therefor, and the receipts of such owners therefor shall be taken upon such list of claims. The balance of such residue, if any, shall be distributed among the lawful stockholders of such corporation in proportion to their interest therein.

§ 7. **Proceedings not to be stayed.**—No issue raised by answer, or demurrer, or otherwise, to the complaint hereinbefore provided for shall stay the proceedings of the receiver, or court, or a judge thereof.

§ 8. **Discharge of receiver.**—The said receiver after such payment may apply to said court, or a judge thereof for his final discharge, and if it shall appear that the said receiver has in all things fulfilled his duty in the premises, the said court or judge shall grant such final discharge, and said receiver, until so discharged, may as such receiver sue for and collect all debts due, and demands owing to such corporation.

§ 9. **Subpoenas, by whom issued ; receiver may administer oaths ; false swearing, perjury.**—It shall be the duty of the clerk of the county in which such suit is brought, to issue, upon the request of the receiver, subpoenas to compel the attendance of witnesses to enable him to ascertain the nature, extent and location of the property of said corporation, and to give evidence concerning any claim which may be presented by any creditor against the estate of such corporation, which subpoenas shall be served in like manner as in civil actions, and the fees of the witness shall be the same as are now established by law in such actions. The receiver shall have full power and authority to administer oaths to all such witnesses and to any creditor of such dissolved corporation, and to examine them concerning the property of such dissolved corporation, and as to the claims presented against it. Disobedience to such subpoenas shall be a contempt of court, and shall be punished in like manner as other contempts of court are now punishable. Willful false swearing by any



witness or creditor in any such examination shall be deemed perjury, and shall be punishable as such in like manner as if committed by a witness on a trial of a civil action.

§ 10. **Leave to sue receiver, how and where obtainable.**— All applications for leave to sue such receiver and all applications for injunctions to restrain his proceedings, shall be made only to the supreme court in the county in which such action was brought, and shall not be made to any other court, or to the supreme court in any other county, and shall not be granted except upon eight days' notice to the attorney-general of the time and place of making such application. In any action hereafter brought or now pending by the attorney-general, to close up, determine, or settle the affairs of any corporation dissolved by legislative enactment, the judgment or determination of the supreme court at general term may be reviewed upon appeal to the Court of Appeals, as now provided by law, whether the judgment rendered in the case be interlocutory or final. (*Thus amended, chap. 601, Laws of 1887.*)

§ 11. **Repeal, etc.**— This act shall take effect immediately, and all acts and parts of acts inconsistent therewith are hereby repealed.

#### CHAP. 84, LAWS OF 1871.

AN ACT to authorize the owners and holders of certain railroad mortgage bonds, made payable to bearer, to render the same payable to order only.

SECTION 1. **Railroad and other corporate bonds ; how made non-negotiable.**— It shall be lawful for any person or persons owning and holding any railroad mortgage bonds, or other corporate bonds (for which a registry is not by law provided), heretofore issued, or which may be hereafter issued, and made payable in this state, and which are made payable to bearer, to render the same non-negotiable by the owner and holder indorsing upon the same and subscribing a statement that said bond is the property of such owner. And thereupon the principal sum of money mentioned in said bond shall only be payable to such owner or his legal representatives or assigns.

§ 2. **Transfers ; how made.**— The bonds described and referred to in the first section of this act may be transferred by an indorsement in blank, giving name and residence of assignor, or they may be transferred by an indorsement payable to bearer or to the order

of the purchaser (naming him), subscribed by the assignor, giving name and place of residence.

### CHAP. 595, LAWS OF 1873.

AN ACT relative to certain negotiable corporate bonds and obligations.

SECTION 1.—How owner may make bonds non-negotiable.—The owner or holder of any corporate or municipal bond or obligation (except such as are designed to circulate as currency) payable to bearer, heretofore issued, or which may hereafter be issued and payable in this state, but not registered in pursuance of any law thereof, may make the same non-negotiable (except as provided in the second section of this act), by subscribing his name to a statement indorsed thereon that such bond or obligation is his property; and thereupon the principal sum therein mentioned shall be payable only to such owner or holder, or his legal representatives or assigns.

§ 2. How transferred after such indorsement.—The bonds and obligations mentioned in the last section, after having been indorsed as therein provided, may be transferred by an indorsement, in blank, or payable to bearer, or to order, with the addition of the assignor's place of residence.

§ 3. The provisions of this act apply to interest coupons.—The provisions of this act shall apply to all interest coupons accompanying any corporate or municipal bond or obligation payable in this state.

§ 4. Repeal.—So much of chapter eighty-four of the Laws of one thousand eight hundred and seventy-one, entitled "An act to authorize the owners and holders of certain railroad mortgage bonds, made payable to bearer, to render the same payable to order only," as is inconsistent with this act is hereby repealed.

### CHAP. 779, LAWS OF 1868.

AN ACT in relation to mortgages executed by railroad companies.

SECTION 1. Chattel mortgages.—It shall not be necessary to file as a chattel mortgage, any mortgage which has been, or shall hereafter be, executed by any railroad company upon real and personal property, and which has been or shall be recorded as a mortgage of real estate in each county in or through which the railroad runs.



**CHAP. 529, LAWS OF 1870.****AN ACT in relation to mechanics' liens.**

**SECTION 1. Provisions of lien law extended to railroad bridges and trestle work.**—The provisions of the law relating to mechanics' lien heretofore passed shall apply to bridges and trestle work erected for railroads and materials furnished therefor, and labor performed in constructing said bridges, trestle work and other structures connected therewith; and the time within which said liens may be filed shall be extended to ninety days from the time when the last work shall have been performed on said bridges, trestle work and structures connected therewith, or the time from which said materials shall have been delivered. This act shall apply to all uncompleted work commenced prior to the passage of this act.

**CHAP. 392, LAWS OF 1875.****AN ACT for the better security of railroad employes for labor performed.**

**SECTION 1. Lien for labor upon rolling stock, etc.**—Any person who shall hereafter perform any labor for a railroad corporation shall, on filing with the county clerk of any county in which such railroad corporation is situated, or through which the road of such corporation passes, the notice prescribed by the second section of this act, have a lien for the value of such labor upon such railroad track, rolling stock, and appurtenances, and upon the land upon which such railroad track and appurtenances are situated, to the extent of the right, title and interest of such railroad corporation in the property existing at the time of filing the said notice.

§ 2. **When notice to be filed; to be entered by county clerk on "lien docket;" fee.**—Within thirty days after the performance and completion of such labor, such person shall file a notice in writing with the county clerk of the county where the property is located, specifying the amount of claim, and the corporation against whom the claim is made. The county clerk shall enter the particulars of such notice in a book to be kept in his office, to be called the "lien docket," with the name of claimant, amount claimed, the name of such corporation against which such claim is made, and the date of the filing of the notice, hour and minute. A fee of ten cents shall be paid to said clerk on filing said lien, and said notice when so filed, shall thereafter operate as an incumbrance upon said property.

§ 3. **Value of labor to be proved on trial.**— Any person performing labor, in availing himself of the provisions of this act, shall, upon the trial, or at the assessment of damages, produce evidence to establish the value of such labor, and that the same was performed for such railroad corporation.

§ 4. **Lien, how enforced.**— Any laborer, performing any work, or assignee thereof, may, after such labor is performed, and the services of the notice required by the first section of this act, bring an action in any of the courts of the county in which said property is situated, to enforce said lien, requiring such railroad corporation to appear, by attorney, within thirty days after such service and answer the same, or, in default thereof, the claimant may take judgment for the amount of claim and costs.

§ 5. **Lien to continue one year.**— Every lien created under the provisions of this act shall continue until the expiration of one year, unless sooner discharged by the court or some legal act of the claimant in the proceedings; but when a judgment is entered therein, and docketed with the county clerk within said year, it shall be a lien upon the real property of the railroad corporation against who it is obtained to the extent that other judgments are now made a lien thereon.

§ 6. **Priority of liens.**— The liens created and established by virtue of the provisions of this act shall be paid and settled according to the priority of the notice filed with the county clerk, as directed by the second section hereof.

§ 7. **Liens, how discharged.**— All liens created by this act may be discharged as follows:

1. By filing with the county clerk a certificate of the claimant, or his successors in interest, acknowledged or proved in the same manner as a conveyance of real estate, stating that the lien has been paid or discharged; or

2. By depositing with the court or clerk of the court a sum of money equal to double the amount claimed, which money shall be thereupon held subject to the determination of the lien; or

3. By an entry of the county clerk made in the book of liens, that the proceedings on the part of the claimant have been dismissed by the court in which it is brought, or a judgment rendered against the said claimant; or



4. By an affidavit of the service of a notice from such railroad corporation, or its attorney, to the claimant, requiring such claimant to commence an action for the enforcement of said lien within twenty days after service of said notice, and the failure of said claimant to commence an action as aforesaid.

§ 8. **Personal liability of stockholders; notice; time for commencing action.**—Each and all stockholders of such corporation shall be jointly and severally liable for the debts due or owing to any of its laborers or servants, other than contractors, for personal service for ninety days service, or less than ninety days service, performed for such corporation, but shall not be liable to an action therefor, before an execution shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such execution shall be the amount recoverable with costs against such stockholders; before such laborer or servant shall charge such stockholders for such ninety days service, or less than ninety days service, he shall give notice in writing, within twenty days after the performance of such service, that he intends to so hold him liable, and shall commence such action therefor within thirty days after the return of such execution unsatisfied, as above mentioned; and every stockholder against whom any such recovery by such laborer or servant shall have been had, shall have a right to recover the same of the other stockholders in such corporation in ratable proportion to the amount of the stock they shall respectively hold with himself.

#### CHAP. 383, LAWS OF 1883.

AN ACT entitled "An act relating to certain contracts for the lease or conditional sale of railroad equipment and rolling stock and provided for the record thereof."

SECTION 1. **Conditional sale, lease or loan of equipment and rolling stock to be invalid as to judgment creditors and purchasers, without notice, unless evidenced in writing and recorded.**—Whenever any railroad equipment and rolling stock shall hereafter be sold, leased or loaned on the condition that the title to the same, notwithstanding the possessions and use of the same by the vendee, lessee or bailee, shall remain in the vendor, lessor or bailor, until the terms of the contract as to the payment of the installments, amounts or rentals payable, or the performance of other obligations thereunder shall have been fully complied with, but also providing that title thereto shall pass to the

vendee, lessee or bailee on full payment therefor as aforesaid, such contracts shall be invalid as to any subsequent judgment creditor or any subsequent purchaser for a valuable consideration without notice, unless

1. The same shall be evidenced by writing, duly acknowledged before some person authorized by law to take acknowledgments of deeds.

2. Such writing shall be recorded in the same book as mortgages are recorded, in the office of the clerk of the county in which is located the principal office or place of business of such vendee, lessee or bailee within the State, or in the office of the register in counties where there is a register's office.

3. **Name of vendor, etc., to be on locomotive or car, etc.**—Each locomotive or car so sold, leased or loaned, shall have the name of the vendor, lessor or bailor, or the assignee of such vendor, lessor or bailor plainly marked upon both sides thereof, followed by the word owner, lessor, bailor or assignee, as the case may be.

§ 2. **Not to invalidate any contract heretofore made if recorded within ninety days.**—This act shall not be held to apply to or invalidate any contract heretofore made of the character described in the first section, but the same shall be and remain valid if recorded within ninety days from the date hereof.

#### CHAP. 488, LAWS OF 1885.

**AN ACT** to amend chapter three hundred and fifteen of the laws of eighteen hundred and eighty-four, entitled "An act requiring contracts for the conditional sale of personal property on credit to be filed in the town clerk's and other offices."

**SECTION 1. Amending section 2, chapter 315, Laws of 1884.**—Section two of chapter three hundred and fifteen of the Laws of eighteen hundred and eighty-four, entitled "An act requiring contracts for the conditional sale of personal property on credit to be filed in the town clerk's and other offices," is hereby amended so as to read as follows:

§ 2. **Instruments, where to be filed.**—The instruments mentioned in the preceding section shall be filed in the several towns and cities of this State, where the person to whom such property is so contracted to be sold, if a resident of this State, shall reside at the time of the execu-



tion thereof ; and if not a resident, then in the city or town where the property so contracted to be sold shall be at the time of the execution of such instrument. In the city of New York such instrument shall be filed in the office of the register of the city, and in the county of Kings in the office of the register of said county. In the several cities of this State other than the cities of New York and Brooklyn, and in the several towns of this State in which a county clerk's office is kept, in such office; and in each of the other towns in this State, in the office of the town clerk thereof. If the conditional vendee be a railroad corporation, the instrument mentioned in the preceding section shall be filed in the office of the clerk of each county through which its railroad is located, or, in counties where there is a register, in the office of the register; and such filing shall be deemed sufficient for all the purposes of this act. Such registers and clerks are hereby required to file all such instruments aforesaid, presented to them respectively for that purpose, and to indorse thereon the time of receiving the same, and shall deposit the same in their respective offices, to be kept there for the inspection of all persons interested.

#### CHAP. 225, LAWS OF 1888.

AN ACT further to amend chapter 315 of the Laws of 1884, entitled "An act requiring contracts for the conditional sale of personal property on credit to be filed in the town clerk's and other offices."

SECTION 1. Section seven of chapter three hundred and fifteen of the Laws of eighteen hundred and eighty-four, entitled "An act requiring contracts for the conditional sale of personal property on credit to be filed in the town clerk's and other offices," as the same was amended by chapter four hundred and eighty-eight of the Laws of eighteen hundred and eighty-five, and by chapter four hundred and ninety-five of the Laws of eighteen hundred and eighty-six, is hereby further amended so as to read as follows:

§ 7. \* \* \* This act shall not apply to railroad equipment or rolling-stock sold, leased or loaned, under a contract which has been or must be recorded pursuant to the provisions of chapter three hundred and eighty-three of the Laws of eighteen hundred and eighty-three, entitled "An act relating to certain contracts for the lease or conditional sale of railroad equipment and rolling-stock, and providing for the record thereof."

## CHAP. 63, LAWS OF 1887.

AN ACT to provide for the amicable adjustment of grievances and disputes that may arise between employer and employes and to authorize the creation of a State Board of Mediation and Arbitration.

\*       \*       \*       \*       \*       \*       \*

§ 13. **Act applicable to all corporations.**— Whenever the term “employer” or “employers” is used in this act, it shall be held to include “firm,” “joint-stock association,” “company” or “corporation,” as fully as if each of the last-named terms was expressed in each place.

## CHAP. 381, LAWS OF 1889.

AN ACT to provide for the cash payment of wages by corporations.

SECTION 1. **Wages payable only in cash.**— Every manufacturing, mining or quarrying, mercantile, railroad, street railway, canal, steamboat, telegraph and telephone corporation and every incorporated express company, and water company not municipal, shall pay to each and every employe engaged in its business the wages earned by such employe in cash; and it shall not be lawful for any of the above-named companies or corporations to pay their employes in their own scrip or that of others commonly known as store money orders.

§ 2. **Penalty for violation of act.**— Any corporation violating any of the provisions of this act shall be punished by a fine not exceeding fifty, and not less than ten dollars, on each complaint on which it is convicted, provided complaint for such violation is made within thirty days from the date thereof.

§ 3. **Act when to go into operation.**— This act shall take effect upon the first day of July, one thousand eight hundred and eighty-nine.

## CHAP. 388, LAWS OF 1890.

AN ACT to provide for the weekly payment of wages by corporations.

SECTION 1. **Weekly payment of wages required.**— Every manufacturing, mining or quarrying, lumbering, mercantile, railroad, surface, street, electric and elevated railway (except steam surface railroads), steamboat, telegraph, telephone and municipal corporation, and every



incorporated express company and water company shall pay weekly each and every employe, engaged in its business, the wages earned by such employe, to within six days of the date of such payment, provided, however, that if at any time of payment any employe shall be absent from his regular place of labor, he shall be entitled to said payment at any time thereafter upon demand.

§ 2. **Penalty for violation; penalties how recovered; assignment of wages when forbidden.**— Any corporation violating any of the provisions of this act shall be liable to a penalty not exceeding fifty dollars and not less than ten dollars for each violation, to be paid to the people of the state and which may be recovered in a civil action, provided an action for such violation is commenced within thirty days from the date thereof. The factory inspectors of this state, their assistants or deputies may bring an action in the name of the people of the state as plaintiff against any corporation which neglects to comply with the provisions of this act for a period of two weeks, after having been notified in writing by such inspectors, assistants or deputies, that such action will be brought. On the trial of such action, such corporation shall not be allowed to set up any defense for a failure to pay weekly any employe engaged in its business the wages earned by such employe to within six days of the date of such payment other than a valid assignment of such wages or a valid set-off against the same, or the absence of such employe from his regular place of labor at the time of payment, or an actual tender to such employe at the time of payment of wages so earned by him, or a breach of contract by such employe, or a denial of the employment. No assignment of future wages, payable weekly, under the provisions of this act shall be valid if made to the corporation from whom such wages are to become due, or to any person on behalf of such corporation, or if made or procured to be made to any person for the purpose of relieving such corporation from the obligation to pay weekly under the provisions of this act. Nor shall any of said corporations require any agreement from any employe to accept wages at other periods than as provided in section one of this act as a condition of employment.

§ 3. **Proceedings to enforce act.** — The provisions of section\* two hundred and sixty-three and three hundred and eighty-four of the Code of Civil Procedure, shall apply to and govern any proceedings brought to enforce the provisions of this act, and it is hereby made the duty of the attorney-general of this state to appear in behalf of such proceedings

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\*So in the original.

brought hereunder by the factory inspectors of this state, their assistants or deputies.

§ 4. This act shall take effect on the first day of July, eighteen hundred and ninety.

#### CHAP. 711, LAWS OF 1892.

AN ACT to provide for and limit the hours of service on railroads.

SECTION 1. No person, persons or corporation operating a line of railroad of thirty miles in length or over, in whole or in part, within this state, shall permit or require any conductor, engineer, fireman or any trainman who has worked in any capacity for twenty-four hours, to again go on duty or perform any kind of work until he has had at least eight hours' rest.

§ 2. Ten hours' labor performed within twelve consecutive hours shall constitute a day's labor in the operation of all steam surface and elevated railroads owned and operated within this state, provided that this provision shall not affect the mileage system now in operation, or that may hereafter be placed in operation, or trips of regular scheduled trains when completed within a less number of hours, and it is further provided that the provisions of this act shall not apply to extra hours of labor performed by any conductor, engineer, fireman or trainman in cases of unavoidable accident or delay caused by such accident.

§ 3. For every hour in excess of said ten hours' labor that any conductor, engineer, fireman or any trainman of any railroad company or corporation, owned or operated within this state, who works under the direction of a superior, or at the request of such company or corporation, shall be required or permitted to work, he shall receive comparative compensation for said extra service in addition to his daily compensation.

§ 4. Any railroad company or corporation, or any officer, agent or employe of any such company or corporation, violating or permitting the violation of any of the provisions of this act, shall be guilty of a misdemeanor, and on conviction shall be punished by a fine of five hundred dollars for each offense.

#### CHAP. 488, LAWS 1892.

AN ACT for the protection, preservation and propagation of birds, fish and wild animals in the state of New York and the different counties thereof.

§ 46. **Transportation.**—Deer or venison killed in this state shall not be transported to any point within the state from or through any



of the counties thereof or possessed for that purpose, except as follows: One carcass or a part thereof may be transported from the county where killed, when accompanied by the owner. The possession of deer or venison by common carriers, unaccompanied by the owner, is a violation of this section. This section does not apply to the head and feet or skin of deer severed from the body.

§ 76. **Woodcock and grouse, when not to be transported.**—Woodcock, ruffed grouse, commonly known as partridge, or any member of the grouse family, or quail killed in this state, shall not be transported to any point within this state, from any of the counties thereof, or possessed for that purpose, except that such birds may be transported from the county where killed, when accompanied by the owner thereof. Possession of the birds named by a common carrier, unaccompanied by the owner, is a violation of this section, unless it be proved by such common carrier that the birds were killed out of the state.

§ 109. **Certain fish not to be transported.**—Trout of any kind, salmon trout or land-locked salmon, caught in any of the inland waters of this state shall not be transported to any point within the state from any of the counties thereof, or possessed for that purpose, except when accompanied by the owner. Possession thereof by a common carrier, unaccompanied by the owner, is a violation of this section.

For penalties, see §§ 51, 82 and 120.

#### CHAP. 283, LAWS OF 1885.

AN ACT to establish a forest commission, and to define its powers and duties and for the preservation of forests.

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§ 8. **Forest lands not to be leased or taken.**—The lands now or hereafter constituting the forest preserve shall be forever kept as wild forest lands, and shall not be sold, nor shall they be leased or taken by any person or corporation, public or private, except that whenever any of the lands now constituting the forest preserve, or which may hereafter become a part thereof, owned by the State within any county specified in section seven of the act hereby amended, shall consist of separate small parcels or tracts wholly detached from the main portions of the forest preserve and bounded on every side by lands not owned by the state, then it shall be lawful, and the comptroller shall have power to sell and convey such separate tracts or parcels, or the timber

thereon, to such person or persons, corporation or association as shall have offered the highest price therefor; but no such tracts or parcels of land, or the timber thereon, shall be sold by the comptroller except upon the recommendation of the forest commission or a majority thereof, together with the advice of the attorney-general in behalf of the state. Such separate tracts or parcels of land may be exchanged by the comptroller for lands that lie adjoining the main tracts of the forest preserve upon the recommendation of the forest commission or a majority thereof, together with the advice of the attorney-general on behalf of the state; but the values of said lands so exchanged must be first appraised by three disinterested appraisers sworn to faithfully and fairly appraise the value of said lands, and the difference, if any, between the values of such parcels so proposed to be exchanged shall be paid by the party so exchanging with the state into the state treasury, but the state shall not pay the amount of any such difference. Two of said appraisers shall be nominated and appointed by the county judge of the county in which said lands proposed to be exchanged are situate, or in case such lands are situate in two counties, then the county judge of each county shall nominate and appoint each one appraiser. The two appraisers so appointed shall select a third appraiser, and they shall report to the comptroller the result of said appraisal before such lands shall be exchanged as aforesaid. The said appraisers so appointed shall receive the same compensation for their services as is provided for appraisers of decedent's estates, to be paid by the party so proposing to exchange lands with the state. It shall be the duty of the comptroller annually to report to the legislature all sales or exchanges of lands made under the provisions of this act, together with all bids and the amounts received therefor, and in said report shall be included the reports of appraisers of lands exchanged in accordance with the foregoing provisions. The proceeds of all lands so sold, or the receipts from all exchanges so made, shall be invested by the comptroller, with the approval of the forest commission, in the purchase of forest land adjoining great blocks of the forest preserve now owned by the state. (*Thus amended, Laws of 1887, chap. 475.*)

§ 25. **Railroad companies to burn all inflammable material.**—Every railroad company whose road passes through waste or forest lands, or liable to be overrun by fires within this state, shall, twice in each year cut and burn off or remove from its right of way all grass, brush or other inflammable material, but under proper care, and at times when the fires thus set are not liable to spread beyond control.



§ 26. Locomotives to be provided with arrangement for preventing escape of fire from engine.—All locomotives which shall be run through forest lands shall be provided, within one year from the date of this act, with approved and sufficient arrangements for preventing the escape of fire from their furnaces or ash-pan, and netting of steel or iron wire upon their smoke-stack to check the escape of sparks of fire. It shall be the duty of every engineer and fireman employed upon a locomotive to see that the appliances for the prevention of the escape of fire are in use and applied, as far as it can be reasonably and possibly done.

§ 27. Fire not to be deposited on track in the vicinity of woodlands; trainmen to report fences on fire; extinguishment.—No railroad company shall permit its employes to deposit fire-coals or ashes upon their track in the immediate vicinity of woodlands or lands liable to be overrun by fires, and in all cases where any engineers, conductors or trainmen discover that fences along the right of way, on woodlands adjacent to the railroad, are burning, or in danger, from fire, it shall be their duty to report the same at their next stopping place, and the person in charge of such station shall take prompt measure for extinguishing such fires.

§ 28. Companies to provide men to extinguish fires.—In seasons of drought, and especially during the first dry time in the spring after the snows have gone and before vegetation has revived, railroad companies shall employ a sufficient additional number of trackmen for the prompt extinguishment of fires. And where a forest fire is raging near the line of their road they shall concentrate such help and adopt such measures as shall most effectually arrest their progress.

§ 29. Any railroad company violating the provisions or requirements of this act shall be liable to a fine of \$100 for each offense.

#### CHAP. 134, LAWS OF 1878.

#### AN ACT in relation to infectious and contagious diseases of animals.

(So much of section two of said act as is applicable to railways.)

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To order all or any animals coming into the State to be detained at any place or places for the purpose of inspection and examination.

To prescribe regulations for the destruction of animals affected with infectious or contagious disease, and for the proper disposition of their hides and carcasses, and of all objects which might convey infection or contagion, provided that no animal shall be destroyed unless first

examined by a medical or veterinary practitioner in the employ of the governor as aforesaid.

To prescribe regulations for the disinfection of all premises, buildings, boats and railway cars, and of all objects from or by which infection or contagion may take place or be conveyed.

To alter and modify from time to time, as he may deem expedient, the terms of all such proclamations, orders and regulations, and to cancel or withdraw the same at any time. (*As amended by chap. 286, Laws of 1888.*)

#### CHAP. 329, LAWS OF 1886.

AN ACT to prevent the spread of contagious and infectious diseases.

SECTION 1. In what cases hermetically sealed casket is requisite.— Whenever the body of any diseased person is to be transported over the railroads of this State, or upon any passenger steamboat plying upon the rivers of this State, the board of health to which application is made for a transit permit for the transportation of such body shall, if the physician's certificate, or the permit accompanying such body, state the cause of death to have been a contagious or infectious disease, require that such body be inclosed in an hermetically sealed casket of metal or other indestructible material.

#### CHAP. 300, LAWS OF 1837.

AN ACT relative to unclaimed trunks and baggage.

SECTION 1. Description of same to be entered in a book.— The proprietor or proprietors of the several lines of stages, and the proprietors of the several canal boat lines, and the proprietors of the several steamboats, and the several incorporated railroad companies, and the keepers of the several inns and taverns within this state, who shall have any unclaimed trunks, boxes or baggage within his, their, or either of their custody, shall immediately enter the time the same was left, with a proper description thereof, in a book to be by them provided and kept for that purpose. In case the name and residence of the owner shall be ascertained, it shall be the duty of such person who shall have any such property as above specified, to immediately notify the owner thereof by mail.

§ 2. Description of property to be made and published in state paper.— In case there shall not be any information obtained as to the owner, it shall be the duty of the person having the possession thereof, to make out a correct written description of all such property as shall have been unclaimed for thirty days, stating the time the same came into his possession, and forward said description to the editor of



the state paper, whose duty it shall be on the first Mondays of July, October, January and April, in each year, to publish the same in the state paper once a week for three weeks successively.

§ 3. If not claimed for sixty days after said publication, to be opened and examined and an inventory made; when to be sold at public auction, upon what notice; disposition of proceeds. — In case the said property shall remain unclaimed for sixty days after the said publication, it shall be the duty of the person or company having possession thereof, to apply to a magistrate of the town or city in which said property is retained, in whose presence and under whose direction said property shall be opened and examined, and an inventory thereof taken by said magistrate; and if the name and residence of the owner is ascertained by such examination, it shall be the duty of the magistrate forthwith to direct a notice thereof to such owner, by mail; and if said property shall remain unclaimed for three months after such examinations, it shall be the further duty of the person or company having possession thereof to apply to a magistrate as aforesaid, and if said magistrate shall deem such property of sufficient value, he shall cause the same to be sold at public auction, giving six days' previous notice of the time and place of such sale; and from the proceeds of such sale he shall pay the charges and expenses legally incurred in respect to said property, or a ratable proportion thereof to each claimant, if insufficient for the payment of the whole amount; and the balance of the proceeds of such sale, if any, the said magistrate shall immediately pay to the overseers of the poor of said town or city, for the use of the poor thereof, and the said overseers shall make an entry of such amount, and the time of receiving the same, upon their official records, and it shall be subject, at any time within seven years thereafter, to be reclaimed by, and refunded to, the owner of such property, his heirs or assigns, on satisfactory proof of such ownership.

§ 4. Expense; to be a lien on property.—The person making the entry of unclaimed property as above specified, shall be entitled to twelve and a half cents for each trunk, box, bale, package or bundle so entered, and shall have a lien on the property so entered until payment shall be made; and in case any additional expense shall be incurred for printing, the lien shall continue until payment shall be made for such additional expense.

§ 5. Penalty.—In case any person shall neglect or refuse to comply with the provisions of this act, he shall forfeit the sum of five dollars for each and every trunk, box or bundle of baggage so neglected as

above specified, to the benefit of any person who shall sue for the same in his own name, in an action of debt in any court having cognizance thereof.

#### CHAP. 364, LAWS OF 1882.

AN ACT to regulate the interchange of freight and passengers between the Central Vermont railroad and the Ogdensburgh and Lake Champlain railroad at Rouse's Point.

SECTION 1. Freight to be exchanged in same cars in which same is billed for transportation.—All freight billed or consigned from points in this State, or from points on connecting railways to points reached by the Central Vermont railroad, and lines leased and managed by said Central Vermont railroad, and Ogdensburgh and Lake Champlain railroad and their connections, shall be exchanged in the same cars in which said freight is billed for transportation to its destination, and no discrimination shall be made by either of the companies named in this act, on account of said cars belonging to different corporations or carrying through all rail or other freight. Provided said cars shall be in the condition required under the rules and regulations usual and in force among connecting railroads.

§ 2. Cars offered by one company to another to be taken in the usual manner.—All passenger, sleeping, baggage or other cars offered by one company to the other shall be taken in the same manner as is usual in the interchange of through passenger cars by connecting railroads.

§ 3. No additional charge to be made.—No additional charge shall be made by reason of one company taking from the other for transportation to destination any cars, freight or passengers under the provisions of this act.

§ 4. Penalty for violation of this act.—Either of the companies named in this act violating the provisions of the same shall forfeit to the other as liquidated damages for each case of refusal or neglect to comply with the terms of this act the sum of \$500.

#### CHAP. 401, LAWS OF 1887.

AN ACT in relation to milk cans.

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§ 11. Rights of railroad superintendents in relation thereto.—The owner or owners, dealer or dealers, shipper or shippers, and the several superintendents of the various railroad companies and the



branches and connections thereof, and steamboat lines operating their lines, or any portion thereof in the state of New York or elsewhere, shall have power to collect, gather and take into possession from any person or persons within the state of New York, or wherever found in said state, any such milk or cream can or cans, and shall have power to appoint an agent therefor.

§ 12. What shall constitute evidence of appointment of agent.— The certificate of any superintendent of any railroad companies or steamboat lines mentioned in this act, or other person or persons authorized thereto, in this act, appointing an agent to collect such can or cans duly acknowledged before a notary public, shall be presumptive evidence of the authority of such agent.

§ 13. Powers of such agent.— Such agent shall have full power to collect, gather and take into his possession from any persons, or wherever found, any such milk or cream can or cans, and in case of resistance may call to his aid the assistance of any constable or police officer, who shall assist him to take possession of such can or cans.

#### CHAP. 401, LAWS 1892.

AN ACT to revise and consolidate the laws regulating the sale of intoxicating liquors.

§ 30. Licenses by comptroller to common carriers.— The comptroller is hereby authorized to grant licenses to persons, associations or corporations engaged in the transportation of passengers by cars, steamboats or vessels, within the limits of this state, permitting them to sell strong or spirituous liquors, wines, ale or beer, to such passengers while in transit, without license by any board of excise. Every license so granted by the comptroller shall expire at the end of one year from the date of its issuance. It shall be granted upon such terms, conditions and restrictions as such comptroller may deem proper, and upon the payment of such sum as he shall fix, not less than thirty dollars for each and every car, boat or vessel in which such sales are to be made. The moneys received by him for licenses shall be paid into the treasury of the state. Any person or corporation who shall sell, or permit to be sold, or offer or expose for sale any strong or spirituous liquors, wines, ale or beer, upon any car, steamboat or vessel, without having first obtained a license therefor as herein provided, shall forfeit the sum of fifty dollars for each offense, to be sued for and recovered in an action in the name of the people, brought by the attorney-general; and the person so offending shall be guilty of a misdemeanor.

§ 39. Employment of persons addicted to intoxication by common carriers.—Any person, association or corporation engaged in the business of conveying passengers and property for hire who shall employ in the conduct of such business any person who habitually indulges in the intemperate use of intoxicating drinks, after notice that such person has been intoxicated while in the active service of such person, association or corporation as an engineer, fireman, conductor, switchtender, commander, pilot, mate, foreman or in other like capacity, so that by his neglect of duty the safety and security of the life, person or property so conveyed might be imperilled, shall be guilty of a misdemeanor.

#### CHAP. 590, LAWS OF 1872.

AN ACT to regulate processions and parades in the cities of the state of New York.

SECTION 1. No procession or parade to interfere with free passage of cars upon street railways.—No procession or parade shall use any street upon the surface of which is a railway track or tracks by marching upon the said track or tracks, and a free passage of cars upon railway tracks shall not be interfered with by the formation, halt or march of any such procession or parade, or of the persons composing it. Whenever any procession shall find it necessary to march across a railway track, the portion of said procession which is so marching is likely to stop the passage of any car or cars upon said track, shall come to a halt in order to permit said car to proceed.

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§ 4. Penalty.—Every person willfully violating any provision of this act shall be guilty of a misdemeanor, punishable with a fine not exceeding twenty dollars, or imprisonment not exceeding ten days, or both at the discretion of the court.

#### CHAP. 292, LAWS OF 1882.

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§ 2. Oils that ignite below 300 degrees Fahrenheit not to be burned in cars.—No oil or burning fluid, whether composed wholly or in part of coal oil and petroleum or their products, or other substance or material, which will ignite at a temperature below three hundred degrees by the Fahrenheit thermometer, shall be burned in lamp, vessel, or other stationary fixture of any kind, or carried as freight, in any passenger or baggage car or passenger boat moved by steam power in this state, or in any stage or street car drawn by horses. Exceptions



as regards the transportation of coal oil, petroleum and its products, are hereby made when the same is securely packed in barrels or metallic packages, and permission is hereby granted for its carriage in passenger boats moved by steam power when there are no other public means of transportation. Any violation of this act shall be deemed a misdemeanor and subject the offending party or parties to a penalty not exceeding three hundred dollars, or imprisonment not exceeding six months, at the discretion of the court.

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§ 5. It shall be the duty of all district attorneys of the counties in this state to represent and prosecute in behalf of the people, within their respective counties, all cases of offenses arising under the provisions of this act.

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#### CHAP. 490, LAWS OF 1885.

##### AN ACT concerning tramps.

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§ 4. **Penalty for entering building without consent.**—Any tramp who shall enter any building against the will of the owner or occupant thereof, under such circumstances as shall not amount to burglary, or willfully or maliciously injure the person or property of another, which injury under existing law does not amount to a felony, or shall be found carrying any firearms or other dangerous weapon, or burglar's tools, or shall threaten to do any injury to any person or to the real or personal property of another, when such offense is not now punishable by imprisonment in the state prison, shall be deemed guilty of felony, and on conviction shall be punished by imprisonment in the state prison at hard labor for not more than three years.

#### CHAP. 529, LAWS OF 1887.

**AN ACT** to regulate the hours of labor in the street surface and elevated railroads chartered by the state, in cities of 100,000 inhabitants and over.

**SECTION 1. Hours of labor on surface street and elevated railroads.**—Ten hours' labor to be performed within twelve consecutive hours, with reasonable time for meals, shall constitute a day's labor in the operation of all street surface and elevated railroads owned or operated by corporations incorporated under the laws of this state, whose main line of travel, or whose routes lie principally within the corporate limits of cities of more than 100,000 inhabitants, whatever motive power may be used in the operation of such railroads.

§ 2. **Violation of act a misdemeanor.**— It shall be a misdemeanor for any officer or agent of any such corporation to exact from any of its employes more than ten hours' labor, the same to be performed within twelve consecutive hours, with not less than one-half hour for dinner, constituting a day; provided, however, that in cases of accident or unavoidable delay, extra labor may be permitted for extra compensation.

§ 3. **How applicable.**— This act shall not affect contracts now in force, nor apply to existing corporations whose charters are not subject to alteration, modification or repeal.

§ 4. **Repeal.**— All acts inconsistent with this act are hereby repealed.

(This act supersedes chap. 151, Laws of 1886.) As to street roads, see, also, chap. 415, Laws of 1880. As to elevated roads, see, also, chap. 338, Laws of 1881.

### CHAP. 38, LAWS OF 1889.

AN ACT to regulate the payment of fares upon railroads.

SECTION 1. **Extra fare may be exacted when no ticket is purchased; rebate ticket to be issued therefor.**— It shall be lawful for any company owning or operating a steam railroad in this state to demand and collect an excess charge of ten cents over the regular or established rate of fare, from any passenger who pays fare in the car in which he or she may have taken passage, except where such passage is wholly within the limits of any incorporated city in this state; provided, however, that it shall be the duty of such company to give to any passenger paying such excess a receipt or other evidence of such payment, and which shall legibly state that it entitles the holder thereof to have such excess charge refunded upon the delivery of the same at any ticket office of said company, upon the line of their railroad, and said company shall refund the same upon demand; and provided, further, that this act shall not apply to any passenger taking passage from a station or stopping place when tickets can not be purchased during half an hour previous to the schedule time for the departure of said train on which such passenger takes passage.

### CHAP. 360, LAWS OF 1891.

AN ACT to confer upon the board of railroad commissioners of the state of New York authority to compel the lighting and ventilation of all tunnels within this state which are used by steam railroads.

SECTION 1. The board of railroad commissioners of the state of New York are hereby authorized, empowered and given full and complete authority to require and compel all tunnels used or to be used



by railroads operated by steam in this state to be properly ventilated in such manner and by such means and mechanical appliances as said board of railroad commissioners, or a majority of the same, may direct.

§ 2. The board of railroad commissioners of this state are also hereby authorized, empowered and given full and complete authority to require and compel all tunnels used, or to be used by railroads operated by steam in this state, to be properly lighted by electricity or otherwise, or by such means or in such manner as said board of railroad commissioners, or a majority of the same, may direct.

§ 3. Whenever said board of railroad commissioners of this state, or a majority thereof, shall cause to be personally served upon any railroad corporation controlling any tunnel, or part of a tunnel, in this state for the purpose of operating a railroad or moving, hauling or propelling cars therein by steam by delivering a copy personally to the president, general manager or any director of said corporation of a notice or order, signed by a majority of said board of railroad commissioners, stating and specifying the structures to be erected, the manner, means, mechanical appliance and apparatus to be used in lighting or ventilating any tunnel or tunnels used by said corporation for the purpose of moving, hauling or propelling cars by steam therein as aforesaid, said corporation shall, within thirty days from and after the service of said notice or order as aforesaid, cause said tunnel or tunnels so used by it as aforesaid to be lighted or ventilated, or both, in the manner and by the means and use of the mechanical apparatus and appliances specified and pointed out in said notice or order.

§ 4. After the expiration of thirty days from the service of said order or notice specified in the preceding section, as therein directed, if said corporation shall not have fully complied with the provisions and requirements of said notice or order as aforesaid and as therein directed and required, said board of railroad commissioners, or a majority of said board, may apply to the supreme court of this state for a writ of mandamus to compel said corporation or corporations so neglecting or refusing to obey and comply with the provisions of said order or notice to comply with and obey the provisions and requirements of said notice or order, and said court shall have full power and authority to hear and determine said matter, and, after giving the corporation or corporations proceeded against an opportunity to be heard in its or their defense, to compel said corporation or corporations so proceeded against to obey said order or notice, and forthwith comply with and carry out the provisions and requirements therein contained.

§ 5. Every corporation violating any of the provisions of this act shall be guilty of a misdemeanor, and may be indicted therefor, and may be compelled to appear and plead to an indictment therefor in the person of its president, secretary, treasurer or any director thereof, and a bench warrant may issue out of any competent court to compel such attendance and pleading, and upon conviction thereof, punished by a fine of \$1,000, and an additional fine of \$500 a day for each and every day or part of a day after thirty days from the due service of said notice or order that said corporation shall refuse or neglect to obey and carry out the requirements and provisions of the same, and duly sentenced to pay the same.

§ 6. It shall be the duty of the district attorney prosecuting any corporation for a violation of any of the provisions of this act, that shall be convicted thereof, and sentenced to pay a fine therefor, to cause a judgment-roll to be made up, consisting of the indictment orders and sentence of the court and a formal judgment, to be prepared by him, which judgment shall be duly signed by the clerk of the county in which said trial took place; said judgment-roll shall be filed by said county clerk and said judgment shall be duly recorded in the book of judgments in said county and duly entered and docketed by said county clerk in said county the same as if said judgment had been obtained in a civil action, and said judgment so duly entered and docketed shall become and be a lien upon all the real estate of said corporation against which the same is obtained, and the collection thereof may be enforced by execution to be issued and signed by the district attorney of the county where the trial of said indictment took place, in the same manner and to the same extent as executions are collected in civil action.

§ 7. In cities in this state having a population of one million inhabitants or over, where tunnels are or may hereafter be operated or controlled by any railroad corporation such portions of any mechanical or other devices or appliances as may be required under the provisions of this act to be constructed on or above the surface of any streets, avenues or other places under which such tunnels may be built, shall be subject as to form, material and construction, the approval of the local authorities in such cities, except that in the city of New York such approval shall be by a majority vote of the mayor, the comptroller, the commissioner of public works and the president of the department of public parks of said city.

§ 8. This act shall take effect immediately.



As to the general subject of taxation of real estate, etc., see chapter 13, part of 1, Revised Statutes. Also, chap. 411, Laws of 1885.

### CHAP. 686, LAWS OF 1892.

AN ACT in relation to counties, constituting chapter eighteen of the general laws.

§ 53. Statement of railroad, telegraph, telephone and electric-light taxes.—The clerk shall, within five days after the making out, or issuing of the annual tax-warrant by the board of supervisors, prepare and deliver to the county treasurer of his county, a statement showing the title of all railroad corporations and telegraph, telephone and electric-light lines in such county, as appear on the last assessment-roll of the towns or cities therein, the valuation of the property, real and personal, of such corporation and line in each town or city, and the amount of tax assessed or levied on such valuation in each town or city in his county.

### CHAP. 506, LAWS OF 1870.

AN ACT to facilitate the payment of taxes by railroad companies.

(Section one repealed by section 53, chap. 686, Laws of 1892.)

§ 2. Railroad companies may pay tax to county treasurer; fees of treasurer.—Any railroad company heretofore organized under the laws of this state, or that may be hereafter organized, may, within thirty days after the receipt of such statement by the county treasurer, pay the amount of tax so assessed or levied on their property, with one per cent fees on said tax, to the county treasurer, who is hereby authorized and directed to receive such amounts and to give proper receipt therefor.

§ 3. County treasurer to notify collector of non-payment of tax; duty of collector.—In case any railroad company shall fail to pay such tax within said thirty days, it shall be the duty of the county treasurer to notify the collector of all towns or cities in their county in which said company is assessed, of such failure to pay said tax, and upon receipt of such notice it shall be the duty of such collector to collect said tax in the manner now provided by law, together with five per cent fees; but no town or city collector shall collect any tax levied or assessed upon the property of any railroad company in said county, by the supervisors of the county, until the receipt of such notice from the county treasurer.

§ 4. County treasurer to credit taxes ; collector to be credited with fees ; surplus to be paid to supervisor.— The several amounts of tax so received by the county treasurer of and from railroad companies shall be placed to the credit of the town or city for or on account of which the same was levied or assessed, and to the credit of the fund or funds to which the same is now or shall be hereafter pledged or appropriated by law, and the one per cent fees also paid shall be placed to the credit of the collector of said city or town; and in case such amounts shall exceed the sum due from said town or city, the surplus shall, on demand, be paid to the supervisor of said town or city, who shall receive, hold and disburse the same as if received from the collector of said town or city.

§ 5. Railroad company may pay tax collector ; proviso.— Nothing in this act shall be construed to prevent any railroad company from paying their tax to the collector of towns or cities as now provided by law; nor shall the provisions of this act be construed to repeal or in any manner interfere with the provisions of chapter 907 of the Session Laws of 1869.

#### CHAP. 361, LAWS OF 1881.

AN ACT to amend chapter 542 of the Laws of 1880, entitled “ An act to provide for raising taxes for the use of the state upon certain corporations, joint-stock companies and associations.”

SECTION 1. Certain officers of company to make annual report to comptroller on or before fifteenth of November ; where dividend not declared, stock to be estimated and declared ; certificate to be sent comptroller ; appeals.— Hereafter it shall be the duty of the president or treasurer of every association, corporation or joint-stock company liable to be taxed on its corporate franchise or business, as provided in section 3 of this act, to make report, in writing, to the comptroller annually, on or before the fifteenth day of November, stating specifically the amount of capital paid in, the date, amount and rate per centum of each and every dividend declared by their respective corporations, joint-stock companies or associations during the year ending with the first day of said month. In all cases where any such corporation, joint-stock company or association shall fail to make or declare any dividend upon either its common or preferred stock during the year ending as aforesaid, or in case the dividend or dividends made or declared upon either its common or preferred stock during the



year ending as aforesaid shall amount to less than six per centum upon the par value of the said common or preferred stock, the treasurer and secretary thereof, after being duly sworn or affirmed to do and perform the same with fidelity, according to the best of their knowledge and belief, shall, between the first and fifteenth days of November in each year, in which no dividend has been made or declared as aforesaid, or in which the dividend or dividends made or declared upon either its common or preferred stock amounted to less than six per centum upon the par value of said common or preferred stock, estimate and appraise the capital stock of said company upon which no dividend has been made or declared, or upon the par value of which the dividend or dividends made or declared amounted to less than six per centum, at its actual value in cash—not less, however, than the average price which said stock sold for during said year, and when the same shall have been so truly estimated and appraised, they shall forthwith forward to the comptroller a certificate thereof, accompanied by a copy of their said oath or affirmation, by them signed, and attested by the magistrate or other person qualified to administer the same, provided that if the comptroller is not satisfied with the valuation so made and returned, he is hereby authorized and empowered to make a valuation thereof, and to settle an account upon the valuation so made by him for the taxes, penalties and interest due the state thereon; and any association, corporation or joint-stock company dissatisfied with the account so settled may within ten days appeal therefrom to a board consisting of the secretary of state, attorney-general and state treasurer, which board, on such appeal, shall affirm or correct the account so settled by the comptroller, and the decision of said board shall be final; but such appeal shall not stay proceedings unless the full amount of the taxes, penalties and interest as due on said account, as settled by the comptroller, be deposited with the state treasurer.

§ 2. **Comptroller to add ten per cent in case of failure to make report; proviso.**—If the said officers of any such corporation, joint-stock company or association shall neglect or refuse to furnish the comptroller, on or before the fifteenth day of November of each and every year, with the report aforesaid, or the certificate of appraisement and oath or affirmation, as the case may be, as required by the first section of this act, or to pay the tax imposed on such corporation, company or association within fifteen days after the first of January, as provided in the fourth section of this act, it shall be the duty of the comptroller of the state to add ten per centum to the tax of said corporation, company or association for each and every year for which such

report or certificate of appraisalment and oath or affirmation were not so furnished, or for which such tax shall not have been paid, which percentage shall be assessed and collected with the said tax in the usual manner of assessing and collecting such taxes; provided, that if said officers of any such corporation, joint-stock company or association shall intentionally fail to comply with the provisions of the first or fourth section of this act for one year, the comptroller shall report the fact to the governor, who, if he shall be made satisfied that such failure was intentional, shall thereupon direct the attorney-general to take proceedings in the name of the people of this state, to declare the charter or privileges of said corporation, joint-stock company or association forfeited and at an end; and for such intentional failure duly found, the charter and privileges of every such corporation, company or association shall cease, end and be determined.

§ 3. **Annual tax, how computed.**—Every corporation, joint-stock company, or association whatever, now or hereafter incorporated, organized, or formed under, by, or pursuant to law in this state or in any other state or country, and doing business in this state, except only savings banks and institutions for savings, life insurance companies, banks, foreign insurance companies, manufacturing or mining corporations or companies wholly engaged in carrying on manufacture, or mining ores within this state, and agricultural and horticultural societies, associations or corporations, which exceptions, however, shall not include gas companies, trust companies, electric or steam heating, lighting and power companies, shall be liable to and shall pay a tax, as a tax upon its franchise or business, into the state treasury annually, to be computed as follows: If the dividend or dividends made or declared by such corporation, joint-stock company or association, during any year ending with the first day of November, amount to six or more than six per centum upon the par value of its capital stocks, then the tax to be at the rate of one-quarter mill upon the capital stock for each one per centum of dividends so made or declared; or if no dividend be made or declared, or if the dividend or dividends made or declared do not amount to six per centum upon the par value of said capital stock, then the tax to be at the rate of one and one-half mills upon each dollar of the valuation of the said capital stock, made in accordance with the provisions of the first section of this act; and in case any such corporation, joint-stock company or association shall have more than one kind of capital stock, as, for instance, common and preferred stock, and upon one of said stocks as dividend or dividends, amounting to six or more than six per centum upon the par value thereof, has been made



or declared, and upon the other no dividend has been made or declared, or the dividend or dividends made or declared thereon amounting to less than six per centum upon the par value thereof, then the tax shall be at the rate of one-quarter mill for each one per centum of dividends made or declared upon the capital stock upon the par value of which the dividend or dividends made or declared amount to six or more than six per centum, and in addition thereto, tax shall be charged at the rate of one and one-half mills upon each dollar of a valuation, made also in accordance with the provisions of this act, of the capital stock upon which no dividend was made or declared, or upon the par value of which the dividend or dividends made or declared did not amount to six per centum. (*Thus amended, Laws of 1890, chap. 522.*)

§ 4. **When payable.**— It shall be the duty of the treasurer or other officer having charge of any corporation, joint-stock company or association, upon which a tax is imposed by either of the preceding sections of this act, to transmit the amount of said tax to the treasury of the state within fifteen days after the first day of January in each and every year.

§ 5. **Relates only to insurance companies.**

§ 6. **Tax on railroad, steamboat and other companies; rate of tax.**— In addition to the taxes above provided for, every corporation formed for railroad, canal, steamboat, ferry, express, navigation or transportation purposes, and every elevated railway company, and every other corporation, joint-stock company or association now or hereafter incorporated or organized by or under any law of this state, or now or hereafter incorporated or organized by or under the laws of any other state or country, and doing business in this state, and owning, operating or leasing to or from another corporation, joint-stock company or association, any railroad, canal, steamboat, ferry, express, navigation, pipe-line or transportation route or line or elevated railway or other device for the transportation of freight or passengers, or in any way engaged in the business of transporting freights or passengers, and every telegraph company or telephone company incorporated under the laws of this or any other state, and doing business in this state, and every express company or association, palace car or sleeping car company or association, incorporated or unincorporated, doing business in this state, shall pay to the state treasurer for the use of the state, as a tax upon its corporate franchise or business in this state, a tax at the rate of five-tenths of one per centum upon the gross earnings in this state of said corporation or company or association, for tolls,

transportation, telegraph, telephone or express business transacted in this state.

§ 7. When payable ; report of gross earnings ; report for six months ending June 30, 1881 ; ten per cent to be added in case of neglect.— The tax imposed under section 6 of this act shall, after the 1st day of August, 1881, be paid annually on the first day of August of each year. It shall be the duty of the president, secretary or other proper officer of the corporations, joint-stock companies or associations referred to in section 6 of this act to transmit to the comptroller, on the first day of August in each year, a statement under oath or affirmation of the amount of the gross earnings of said associations, corporations or joint-stock companies derived from all sources during the year ending with the preceding thirtieth day of June, together with the amount of tax imposed thereon, by section 6. And it shall also be the duty of the president, secretary or other proper officer of the corporations, joint-stock companies or associations referred to in section 6 of this act to transmit to the comptroller on the 1st day of August, 1881, a statement, under oath or affirmation, of the amount of the gross earnings of the said associations, corporations or joint-stock companies derived from all sources during the six months ending with the 30th day of June, 1881, together with the tax imposed thereon by section 6 of this act. And if any such corporation, joint-stock company or association shall neglect or refuse for a period of thirty days after any tax imposed by sections 6 or 7 of this act becomes due, to make returns or to pay the same, the amount thereof, with the addition of ten per centum thereto, shall be collected for the use of the state as other taxes are recoverable by law from such corporation, joint-stock company or association.

§ 8. Exempt from taxation for state purposes ; proviso.— The corporations, joint-stock companies and associations mentioned in this act as taxable shall hereafter be exempt from assessment and taxation for state purposes, except upon their real estate and as herein provided ; but they shall in all other respects be liable to assessment and taxation as heretofore.

§ 9. Tax, application of.— The taxes imposed by this act, and the revenue derived therefrom, shall be applicable to the payment of the ordinary and current expenses of the state, and if any corporation, joint-stock company, person, partnership or association shall neglect or refuse to pay any tax by this act required to be paid, the same may be



sued for in the name of the people of the state, and recovered in any court of competent jurisdiction, in an action to be brought by the attorney-general at the instance of the comptroller.

§ 10. **Saving section.**—All obligations, liabilities and taxes heretofore incurred or imposed under said act, chapter 542 of Laws of 1880, are saved and shall be enforced as if the said act had not been hereby amended.

§ 11. **Amount of capital stock employed in this state to be basis of tax; if dissatisfied, comptroller may fix amount.**—The amount of capital stock which shall be the basis for tax under the provisions of section three of this act, in the case of every corporation, joint-stock company and association liable to taxation thereunder, shall be the amount of capital stock employed within this state. In making to the comptroller the report in writing or certificate of estimate and appraisal of the capital stock of such corporation, joint-stock company or association provided for by the first section of this act, it shall be the duty of the president or treasurer thereof, as the case may be to state specifically the amount of capital stock employed within this state, of such corporation, joint-stock company or association. Whenever the comptroller is dissatisfied with such report or certificate of estimate and appraisal, as the case may be, of any corporation, joint-stock company or association whose capital is only partially employed within this state, he is authorized and empowered to ascertain, fix and determine the amount of capital employed within this state, and to settle an account for the taxes and penalties due the state thereon. (*Added by chap. 501, Laws of 1885.*)

§ 12. **In case of failure to make report, comptroller may examine books and records, and make report.**—Whenever any corporation, joint-stock company or association liable to make reports or certificates of estimate and appraisal to the comptroller, under any of the provisions of this act, shall neglect or refuse to make such report or reports within the time prescribed in this act, or shall make such report or certificate as shall be unsatisfactory to the comptroller, the comptroller is authorized to examine or cause to be examined, the books and records of any such corporation, joint-stock company or association, and to fix and determine the amount of tax and penalty due in pursuance of the provisions of this act, either from the said books and records, or from any other data in his possession which shall be satisfactory to him, and to settle and account for said tax and

penalty, together with the expenses of such examination, against said corporation, joint-stock company or association. (*Added by chap. 501, Laws of 1885.*)

§ 13. Comptroller may issue subpœnas and examine witnesses; penalty for failure to obey subpœna.—Whenever the comptroller shall deem it necessary or important to examine any person as a witness upon any subject or matter relating to the amount of capital stock of such corporation, or to use, examine or inspect any book, account, voucher or document in possession of any officer of such corporation, or other person, or under his control, relating to such capital stock and tax, he shall have the power to issue a subpœna in proper form, commanding such person or officer to appear before him or some person designated as commissioner by him by an appointment in writing, filed in the office of such comptroller, at a time and at the place where the principal office of such corporation is situated within this state in such subpœna specified, to be examined as a witness, and such subpœna may contain a clause requiring such person or officer to produce on such examination all books, papers and documents in his possession or under his control, relating to the capital stock of such corporation and the amount thereof employed within this state. Such subpœna shall be served upon the person named by showing him the original subpœna and delivering to and leaving with him at the same time a copy thereof. The comptroller or the commissioner so designated by him as aforesaid may administer oaths to such persons as he may desire to examine, so brought before him by subpœna or otherwise, and examine them on oath in relation to any matter which may in any wise be material in determining the amount of the tax to be paid by any such corporation, joint-stock company or association as aforesaid. Whenever any person duly subpœnaed to appear and give evidence as aforesaid, or to produce any books and papers as hereinbefore provided, shall neglect or refuse to appear or to produce such books and papers according to the exigency of such subpœna, or shall refuse to testify before said comptroller or the commissioner so designated by him, or to answer any proper or pertinent question, he shall be deemed in contempt, and thereupon any justice of the supreme court of the judicial district within which the principal office of such corporation within this state is situated shall, upon the motion of the comptroller, based upon affidavit showing the commission of the offense, either, first, make an order requiring the accused to show cause before him, at a time and place specified therein, why the accused should not be punished for the alleged offense; or, second, issue a warrant of



attachment directed to the sheriff of a particular county, or generally directed to the sheriff of any county where the man may be found, commanding him to bring him before said justice either forthwith or at a time and place therein specified to answer for the alleged offense. On the return of said attachment and the production of the body of the defendant therein the said justice shall have jurisdiction in the matter, and the person charged may purge himself of the contempt in the same way, and the same proceedings shall be had, and the same penalties may be imposed and the same punishments inflicted as in the case of a witness subpœnaed to appear and give evidence as is prescribed in title three, chapter seventeen of the Code of Civil Procedure, in proceedings to punish a contempt of court other than a criminal contempt. (*Added by chap. 501, Laws of 1885.*)

§ 14. Comptroller to settle and adjust all accounts against corporations, for taxes and penalties since May 12, 1882; proviso as to payments made before August 1, 1885.—The comptroller is hereby authorized and directed, upon application to him made by any corporation, joint-stock company or association, to make, settle and adjust all accounts against such corporation, joint-stock company or association, for all taxes and penalties arising under the third section of this act since the 12th day of May, A. D. 1882, by taking as a basis for taxation the capital employed within the state by such corporation, joint-stock company or association. Provided, however, that such corporation, joint-stock company or association shall not be entitled to the benefits of a settlement upon such basis unless it shall have secured such adjustment and paid into the treasury the full amount of taxes so settled, before the first day of August, 1885, nor shall this section apply to the case of any tax for which suit shall have been heretofore brought by the attorney-general, in which suit the trial has been commenced, or in which judgment shall have been entered heretofore for the people for the amount of said tax. Any corporation, joint-stock company or association whose capital has heretofore been only partially employed within this state, and which is now liable for taxes arising under the third section of this act since the 12th day of May, A. D. 1882, and which are still due and unpaid, may, at any time prior to the 1st day of August, 1885, pay to the state treasurer for the use of the state, in full discharge of the same, such sum of money as shall be fixed by the comptroller as the tax due for the said period by the said corporation, joint-stock company or association, upon the basis of the capital employed within the state. Provided, that this section shall not apply to the case of any tax for which suit

may have heretofore been brought by the attorney-general, and for which judgment shall have been entered therein, or if in such suit trial has been commenced. (*Added by chap. 501, Laws of 1885.*)

§ 15. **Interest.**—All accounts hereafter settled by the comptroller agreeably to the provisions of this act shall bear interest from a date thirty days after the sending of notice of settlement hereinafter provided for, until full payment thereof shall be made. (*Added by chap. 501, Laws of 1885.*)

§ 16. **Comptroller to give notice before making settlement of taxes.**—It shall be the duty of the comptroller after making with any partnership, corporation, joint-stock company or association liable to taxation under any of the provisions of this act, the settlement of such taxes, to forthwith send notice hereof, in writing, to such person, partnership, corporation, joint-stock company or association, which notice may be sent by mail to the post-office address of such corporation, joint-stock company or association. (*Added by chap. 501, Laws of 1885.*)

§ 17. **Provisions in relation to review of comptroller ; determination by writ of certiorari.**—No writ of certiorari to review the determination and settlement of the comptroller as to the amount of capital used within the state by any corporation, joint-stock company or association, and as to the tax and penalty to be paid thereon, shall be granted, except application therefor be made within thirty days after service upon such corporation, joint-stock company or association by the comptroller of notice of such settlement. Nor shall any such writ be granted except the papers upon which motion therefor is to be made, including notice of motion, shall have been served upon the comptroller at least eight days before such motion, nor unless the corporation, joint-stock company or association applying for such writ shall, before making such motion, deposit with the state treasurer the full amount of taxes, penalties and charges so settled and adjusted by the comptroller, and file with him an undertaking in such amount and with sufficient sureties as shall be approved by one of the justices of the supreme court of this state, to the effect that if said writ be vacated and the determination of the comptroller sustained, the applicant for the writ will make payment of all costs and charges which may accrue against such applicant in the prosecution of such writ, including costs on all appeals. (*Added by chap. 501, Laws of 1885.*)



§ 18. Comptroller may issue warrant for collection after thirty days.— After the expiration of thirty days from the service by the comptroller of notice of settlement aforesaid, if no proceedings shall have been taken to review the same, as provided by this act, or if the deposit with the state treasurer of the amount of the said settlement, together with the undertaking, as provided for by this act, shall not then have been made, it shall be lawful for the comptroller to issue his warrant or warrants under his hand and seal of office directed to the sheriff of any county in this state, commanding him to levy upon and sell the goods and chattels, lands and tenements of the said corporations, joint-stock company or association found within said county, for the payment of the amount of said settlement, together with interest thereon and costs of executing said warrant, and to return the said warrant to the comptroller, and pay to the state treasurer the money which shall be collected by virtue thereof, by a certain time therein specified, not less than sixty days from the date of such warrant. Such warrant shall be a lien upon and shall bind the personal estate of the person, partnership, corporation, joint-stock company or association against whom it shall be issued, from the time an actual levy shall be made by virtue thereof, and the sheriff to whom such warrant shall be directed shall proceed upon the same in all respects with the like effect and in the same manner as prescribed by law in respect to executions issued against property upon judgments rendered by a court of record, and shall be entitled to the same fees and costs for his services in executing the same, to be collected in the same manner. (*Added by chap. 501, Law of 1885.*)

§ 19. Readjustment of accounts in cases of illegal payment of taxes.— The comptroller may at any time revise and readjust any account theretofore settled against any person, association, corporation, or joint-stock company by himself or any preceding comptroller for taxes arising under this act or the act to which it is an amendment, whenever it shall be made to appear by evidence submitted to him that the same has been illegally paid or so made as to include taxes which could not have been lawfully demanded and shall resettle the same according to law and the facts and charge or credit, as the case may require, the difference, if any, resulting from such revision and resettlement upon the current accounts of such person, association, corporation or joint-stock company. (*Added by chap. 463, Laws of 1889.*)

§ 20. Comptroller's action may be reviewed by certiorari; appeals from determination.— The action of the comptroller, upon any application made to him by any person or corporation for a revision and resettlement of accounts as provided in this act, may be reviewed, both upon the law and the facts upon certiorari by the supreme court at the instance either of the party making such application or of the attorney-general in the name and in behalf of the people of this state, and for that purpose the comptroller shall return to such certiorari the accounts and all the evidence submitted to him on such application, and, if the original or resettled accounts shall be found erroneous or illegal by this court, either in point of law or of fact, the said accounts shall be there corrected and restated by the said supreme court and from any such determination of the supreme court an appeal may be taken by either party to the Court of Appeals as in other cases. (*Added by chap. 463, Laws of 1889.*)

(The provisions of §§ 19 and 20 not to apply to any taxes heretofore paid by any person or corporation in pursuance of a judgment or order of a court or by virtue of any stipulation.)

#### CHAP. 143, LAWS OF 1886.

AN ACT to tax stock corporations for the privilege of organization.

SECTION 1. Every corporation, joint-stock company or association incorporated by or under any general or special law of this state, having capital stock divided into shares, shall pay to the state treasurer, for the use of the state a tax of one-eighth of one per centum upon the amount of the capital stock which said corporation, joint-stock company or association is authorized to have, and a like tax upon any subsequent increase thereof. The said tax shall be due and payable upon the incorporation of said corporation, joint-stock company or association, or upon the increase of the capital thereof; and no such corporation, joint-stock company or association shall have or exercise any corporate powers until the said tax shall have been paid. And the secretary of state and any county clerk shall not file any certificate of incorporation or articles of association or certify or give any certificate to any such corporation, joint-stock company or association, until he is satisfied, that the said tax has been paid to the state treasurer; and no such company, incorporated by any special act of the legislature shall go into operation or exercise any corporate powers or privileges until said tax has been paid as aforesaid. But this act shall not apply to literary, scientific, medical and religious corporations, or corporations organized



under the banking laws of this state or under chapter one hundred and twenty-two of the laws of eighteen hundred and fifty-one, entitled "An act for incorporation of building, mutual loan and accumulating fund associations," and the acts amendatory thereof. In case of the consolidation of two corporations into a new corporation said new corporation shall be required to pay the tax hereinbefore provided for only upon the amount of its capital stock in excess of the aggregate amount of capital stock of said two corporations. (*Thus amended by chap. 668, Laws of 1892.*)

§ 2. **Applicable to general fund.**—The taxes imposed by this act and the revenue derived therefrom, shall be applicable to the general fund and for the payment of those claims and demands which shall constitute a lawful charge upon that fund.

#### CHAP. 266, LAWS OF 1886.

AN ACT to provide for the more certain recovery of state taxes from delinquent associations, corporations and joint-stock companies.

SECTION 1. **Recovery of delinquent taxes; provisions as to prosecution of suits for such taxes.**—For the better enforcement of chapter five hundred and forty-two of the Laws of eighteen hundred and eighty and the acts amendatory thereof, it shall be lawful for any person having knowledge of the evasion of taxation under said acts by any association, corporation or joint-stock company liable to taxation thereunder, to report such fact to the comptroller, together with such information as may be in his possession as may lead to the recovery of such taxes from said association, corporation or joint-stock company, and whenever in the opinion of the attorney-general or comptroller the interests of the state require it, either of them is hereby authorized to employ such persons so reporting such evasion to assist in the collection and preparation of evidence and in the prosecution and trial of suits for such taxes; and so much of the sum collected from such delinquent association, corporation or joint-stock company, by reason of such report or such service, as shall be agreed upon by such person and the attorney-general or comptroller as a compensation therefor, shall be paid to such person, provided that the sum so paid shall not exceed ten per centum of the amount so collected; and provided further, that nothing whatever shall be paid to such person for such purpose unless there shall be a recovery of taxes from such delinquent association, corporation or joint-stock company by reason of such report or such services.

## CHAP. 675, LAWS OF 1881.

AN ACT to facilitate the payment of school taxes by railroad companies.

SECTION 1. Duty of school collector to deliver to county treasurer certain statement; duty of county treasurer in the premises.—It shall be the duty of the school collector in each school district in this state, except in the counties of New York, Kings and Cattaraugus, within five days after the receipt by such collector of any and every tax or assessment-roll of his district, to prepare and deliver to the county treasurer of the county in which such district, or the greater part thereof, is situated, a statement showing the name of each railroad company appearing in said roll, the assessment against each of said companies for real and personal property respectively, and the tax against each of said companies. It shall thereupon be the duty of such county treasurer, immediately after the receipt by him of such statement from such school collector, to notify the ticket agent of any such railroad company assessed for taxes at the station nearest to the office of such county treasurer, personally or by mail, of the fact that such statement has been filed with him by such collector, at the same time specifying the amount of tax to be paid by such railroad company. (*Thus amended, Laws of 1885, chap. 533.*)

§ 2. Time in which tax may be paid with one per cent fees.—Any railroad company hereafter organized, or which may hereafter be organized, under the laws of this state, may, within thirty days after the receipt of such statement by such county treasurer, pay the amount of tax so levied or assessed against it in such district and in such statement mentioned and contained, with one per centum fees thereon, to such county treasurer, who is hereby authorized and directed to receive such amount and to give proper receipt therefor.

§ 3. If tax not paid within thirty days, duty of collector to collect; limitation.—In case any railroad company shall fail to pay such tax within said thirty days, it shall be the duty of such county treasurer to notify the collector of the school district in which such delinquent railroad company is assessed, of its failure to pay said tax, and upon receipt of such notice it shall be the duty of such collector to collect such unpaid tax in the manner now provided by law, together with five per centum fees thereon; but no school collector shall collect by distress



and sale any tax levied or assessed in his district upon the property of any railroad company, until the receipt by him of such notice from the county treasurer.

§ 4. **Tax to be placed to credit of school district, paid to collector on demand, fees to go to collector on demand.**—The several amounts of tax received by any county treasurer in this state under the provisions of this act, of and from railroad companies shall be by such county treasurer placed to the credit of the school district for or on account of which the same was levied or assessed, and on demand paid over to the school collector thereof, and the one per centum fees received therewith shall be placed to the credit of, and on demand paid to, the school collector of such school district.

§ 5. **Tax may be paid to collector direct.**—Nothing in this act contained shall be construed to hinder, prevent or prohibit any railroad company from paying its school tax to the school collector direct, as now provided by law.

#### CHAP. 694, LAWS OF 1867.

AN ACT in relation to the valuation of the property of railroad companies in school districts, for the purpose of taxation.

SECTION 1. **Duty of town assessors.**—It shall be the duty of the town assessors, within fifteen days after the completion of their annual assessment-list, to apportion the valuation of the property of each and every railroad, telegraph, telephone and pipe-line company as appears on such assessment-list, among the several school districts in their town, in which any portion of said property is situated, giving to each of said districts their proper portion, according to the proportion that the value of said property in each of such districts bears to the value of the whole thereof in said town. (*Thus amended by chap. 414, Laws of 1884.*)

§ 2. **Apportionment.**—Such apportionment shall be in writing, and shall be signed by said assessors, or a majority of them, and shall set forth the number of each district and the amount of the valuation of the property of each railroad, telegraph, telephone and pipe-line companies apportioned to each of said districts; and such apportionment shall be filed with the town clerk, by said assessors, or one of them, within five days after being made; and the amount so apportioned to each district shall be the valuation of the property of each of said companies,

on which all taxes against said companies in and for said districts shall be levied and assessed, until the next annual assessment and apportionment. (*Thus amended by chap. 414, Laws of 1884.*)

§ 3. When assessors neglect to make apportionment.—In case the assessors shall neglect to make such apportionment, it shall be the duty of the supervisor of the town on the application of the trustees or board of education of any district, or of any railroad, telegraph, telephone and pipe-line company, to make such apportionment, in the same manner and with the like effect as if made by said assessors. (*Thus amended by chap. 340, Laws of 1885.*)

§ 4. Town clerk to furnish certified statement when requested.—The town clerk shall, whenever requested, furnish to the trustees or board of education of each district a certified statement of the amounts apportioned to each district, and the name of the company to which the same relates.

§ 5. When alteration is made in school district.—In case any alteration shall be made in any school district, affecting the property of any railroad, telegraph, telephone or pipe-line company, the officer making such alteration shall, at the same time determine what change in the valuation of the said property in such districts would be just, on account of the alteration of district, and the valuation shall be accordingly changed. (*Thus amended by chap. 340, Laws of 1885.*)



## BONDING OF TOWNS, AND RAILROAD AID DEBTS.

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Several statutes of this state relative to the bonding of towns, etc., are omitted, because by article VIII, section 11 of the Constitution of the State of New York, adopted November 3, 1874, and November 4, 1884, they are practically abrogated as to any future application, and remain as applying only to the time prior to the adoption of said constitutional amendment. These acts are as follows: Chap. 695, Laws of 1866; chap. 907, Laws of 1869; chaps. 300, 438, 507, 597, Laws of 1870; chaps. 64, 146, 260, 283, 388, 925, Laws of 1871; chaps. 54, 62, 307, 516, 689, 824, 883, Laws of 1872; chap. 720, Laws of 1873; chap. 328, Laws of 1875; chap. 320, Laws of 1877; chap. 62, Laws of 1879; chaps. 68, 293, Laws of 1882. In connection with this subject, see, however, chap. 685, Laws of 1892, known as the "general municipal law," portions of which are herein given.

### Article VIII, sec. 11, Constitution of the State of New York.

No county, city, town or village shall hereafter give any money or property, or loan its money or credit, to or in aid of any individual, association or corporation, or become directly or indirectly the owners of stock in or bonds of any association or corporation, nor shall any such county, city, town or village be allowed to incur any indebtedness except for county, city, town or village purposes. This section shall not prevent such county, city, town or village from making such provision for the aid or support of its poor as may be authorized by law. No county containing a city of over one hundred thousand inhabitants, or any such city, shall be allowed to become indebted for any purpose or in any manner to an amount which, including existing indebtedness, shall exceed ten per centum of the assessed valuation of the real estate of such county or city subject to taxation, as it appeared by the assessment-rolls of said county or city on the last assessment for state or county taxes prior to the incurring of such indebtedness; and all indebtedness in excess of such limitation, except such as may now exist, shall be absolutely void, except as herein otherwise provided. No such county or such city whose present indebtedness exceeds ten per centum of the assessed valuation of its real estate subject to taxation shall be

allowed to become indebted in any further amount until such indebtedness shall be reduced within such limit. This section shall not be construed to prevent the issuing of certificates of indebtedness or revenue bonds issued in anticipation of the collection of taxes for amounts actually contained, or to be contained in the taxes for the year when such certificates or revenue bonds are issued and payable out of such taxes. Nor shall this section be construed to prevent the issue of bonds to provide for the supply of water, but the term of the bonds issued to provide for the supply of water shall not exceed twenty years, and a sinking fund shall be created on the issuing of said bonds for their redemption, by raising annually a sum which will produce an amount equal to the sum of the principal and interest of said bonds at their maturity. The amount hereafter to be raised by tax for county or city purposes, in any county containing a city of over one hundred thousand inhabitants, or any such city of this state, in addition to providing for the principal and interest of existing debt, shall not in the aggregate exceed in any one year two per centum of the assessed valuation of the real and personal estate of such county or city, to be ascertained as prescribed in this section in respect to county or city debt.

#### CHAP. 685, LAWS OF 1892.

AN ACT in relation to municipal corporations, constituting chapter seventeen of the general laws.

§ 7. **Funding of bonded debts.** — The bonded indebtedness of a municipal corporation, including interest due or unpaid, may be paid up or retired by the issue of new substituted bonds for like amounts by the board, council or officers having in charge the payment of such bonds. Such new bonds shall only be issued when the existing bonds can be retired by the substitution of the new bonds therefor, or can be paid up by money realized by the sale of such new bonds. Where such bonded indebtedness shall become due within two years from the issue of such new bonds, such new bonds may be issued and sold to provide money in advance to pay up such existing bonds when they shall become due. Such new bonds shall contain a recital that they are issued pursuant to this section, which recital shall be conclusive evidence of their validity and of the regularity of the issue; shall be made payable not less than one nor more than thirty years from their date; shall bear date and draw interest from the date of the payment of the existing bonds, or the receipt of the money to pay the same, at not exceeding the rate of four per cent.



§ 16. **Exchange or sale of railroad stock and bonds.**—The commissioners or officers of a municipal corporation, having the lawful charge and control of any railroad stock or bonds, for or in payment of which the bonds of such municipal corporation have been lawfully issued in aid of such railroad corporation, may exchange the stock or bonds of such railroad corporation for and in payment of such bonds, or the new substituted bonds of such municipal corporation, when such exchange can be made for not less than the par value of the stocks or bonds so held by them. If they cannot make such exchange they may sell such stock or bonds at not less than par; but they may, on the application and with the approval, of the governing board of the municipal corporation, owning such stocks and bonds, exchange, sell or dispose of such stock or bonds, at the best price and upon the best terms obtainable, for the municipal corporation they represent, and shall execute to the purchaser the necessary transfers therefor. All moneys received for any stock or bonds shall only be applied to the payment and extinguishment of the bonds of the municipal corporation, lawfully issued in aid of any such railroad or substituted therefor; except that if the bonds so issued or substituted have all been paid, or the moneys so realized shall be more than sufficient to pay them in full, and all the costs and expenses of the sale, such proceeds or balance thereof shall be paid by the officers making the sale, to the supervisor of the town, or the treasurer of the municipal corporation, and applied to such lawful uses as the governing board of the municipal corporation, entitled to the same, may direct.

§ 17. **Annual report of commissioners and payment of bonds.**—The commissioners of a municipal corporation, having in charge the moneys received and collected, and who are responsible for the payment of the interest of the bonds lawfully issued by such municipal corporation, in aid of railroads, shall annually report to the governing board of the municipal corporation, the total amount of the municipal indebtedness of the municipal corporation they represent, upon such bonds or such new bonds substituted therefor, the date of the bonds and when payable, the rate of interest thereon, the acts under which they were issued, the amount of principal and interest that will become due thereon before the next annual tax levy and collection of taxes for the next succeeding year, and the amount in their hands applicable to the payment of the principal or interest thereon. Each year such governing board shall levy and collect of the municipal corporation sufficient money to pay such principal and interest, as the same shall become due and payable. When collected, such moneys, with the unpaid sums on hand, shall be

forthwith paid over to such commissioners, and applied by them to the purposes for which collected or held. When paid, such bonds shall be presented by such commissioners to the governing board of the municipal corporation, at least five days before the annual town-meeting, village or city election, or meeting of the board of supervisors, next thereafter held, who shall cancel the same, and make and file a record thereof in the clerk's office of the municipal corporation, whose bonds were so paid or canceled.

§ 18. **Accounts and loans by commissioners.**—Such commissioners shall present to the auditing board of the municipal corporation they represent, at each annual meeting of such board, a written statement or report, showing all their receipts and expenditures, with vouchers. They shall also loan on proper security or collaterals, or deposit in some solvent bank, or banking institutions, at the best rate of interest they can obtain, or invest in the bonds of the municipal corporation they represent, or in the bonds of the state, or of any town, village, city or county therein, issued pursuant to law, or in the bonds of the United States, all moneys that shall come into their hands by virtue of their office, and not needed for current liabilities; and all earnings, profits or interest accruing from such loans, deposits or investments, shall be credited to the municipal corporation they represent, and accounted for in their annual settlement with the governing board thereof.

§ 19. **Reissue of lost or destroyed bonds.**—When any bonds lawfully issued by a municipal corporation in aid of any railroad, or in substitution for bonds so issued, shall be lost or destroyed, such commissioners may issue new bonds in the place of the ones so lost or destroyed, at the same rate of interest, and to become payable at the same time, upon the owner furnishing satisfactory proof, by affidavit, of such ownership, and loss or destruction, and a written indemnity, with at least two sureties, approved as to form and sufficiency by the county judge of the county in which such municipal corporation is situated. Every new bond so issued shall state upon its face the number and denomination of the bond for which it is issued, that it is issued in the place of such bond claimed to have been lost or destroyed, that it is issued as a duplicate thereof, and that but one is to be paid. Such affidavit and indemnity, duly indorsed, shall be immediately filed in the county clerk's office.



# THE CODE OF CRIMINAL PROCEDURE OF THE STATE OF NEW YORK.

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## SECTIONS APPLICABLE TO RAILROAD COMPANIES.

SECTION 1. Court of special sessions, jurisdiction of.—Section fifty-six of the Code of Criminal Procedure is hereby amended so as to read as follows:

§ 56. Subject to the power of removal provided for in this chapter, courts of special sessions, except in the city and county of New York and the city of Albany, have in the first instance exclusive jurisdiction to hear and determine charges of misdemeanors committed within their respective counties, as follows:

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9. Intoxication of a person engaged in running any locomotive engine upon any railroad, or while acting as a conductor of a car, or train of cars, on any such railroad, or a misdemeanor committed by any person on a railroad car or train. (*Thus amended, Laws of 1890, chap. 521.*)

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23. Unlawfully frequenting or attending a steamboat landing, railroad depot, church, banking institution, broker's office, place of public amusement, auction room, store, auction sale at private residence, passenger car, hotel, restaurant, or any other gathering of people. (*Thus amended, Laws 1886, chap. 28.*)

§ 137. Of crime committed in the state on board any railway train, etc.—When a crime is committed in this state, in or on board of any railway engine, train or car, making a passage or trip on or over any railway in this state, or in respect to any portion of the lading or freightage of any such railway train or engine car, the jurisdiction is in any county through which, or any part of which, the railway train or car passes, or has passed, in the course of the same passage or trip, or in any county where such passage or trip terminates, or would terminate if completed.

§ 335. Plea of guilty, how put in.—A plea of guilty can only be put in by the defendant himself in open court, except upon an indictment against a corporation, in which case it may be put in by counsel.

§ 675. **Summons upon an information or presentment against a corporation, by whom issued, and when returnable.**— Upon an information against a corporation, the magistrate must issue a summons, signed by him, with his name of office, requiring the corporation to appear before him, at a specified time and place, to answer the charge; the time to be not less than ten days after the issuing of the summons. (3 R. S. 1046, §§ 56, 57, 58.)

§ 676. **Form of the summons.**— The summons must be in substantially the following form:

“ County of *Albany*, [or as the case may be.]

“ In the name of the people of the State of New York:

“ To the [naming the corporation.]

“ You are hereby summoned to appear before me, at [naming the place], on [specifying the day and hour], to answer a charge made against you, upon *the information of A. B.*, for [designating the offense, generally.]

“ Dated at the *city*, [or ‘town,’] of        the        day of        , 18    .

“ G. H., *Justice of the Peace.*”

[Or as the case may be.]

§ 677. **When and how served.**— The summons must be served at least five days before the day of appearance fixed therein, by delivering a copy thereof and showing the original to the president, or other head of the corporation, or to the secretary, cashier or managing agent thereof.

§ 678. **Examination of the charge.**— At the time appointed in the summons, the magistrate must proceed to investigate the charge, in the same manner as in the case of a natural person brought before him, so far as those proceedings are applicable.

§ 679. **Certificate of the magistrate, and return thereof with depositions.**— After hearing the proofs, the magistrate must certify upon the depositions, either that there is or is not sufficient cause to believe the corporation guilty of the offense charged, and must return the depositions and certificate, in the manner prescribed in section 221.

§ 680. **Grand jury may proceed as in the case of a natural person.**— If the magistrate return a certificate that there is sufficient cause to believe the corporation guilty of the offense charged, the grand jury may proceed thereon as in the case of a natural person held to answer.



§ 681. When an indictment is filed against any corporation, such corporation must be arraigned thereon, and the court acquires jurisdiction over the corporation, in the manner following:

1. The clerk of the court wherein such indictment is found, or to which it is sent or removed, or the district attorney of the county, must issue a summons signed by him with his name of office, requiring such corporation to appear and answer the indictment by a demurrer or written plea to be verified in like manner as a pleading in a civil action, at a time and place to be specified in such summons, such time to be not less than five days after the issue thereof. The summons may be substantially in the following form:

Court of oyer and terminer of the county of \_\_\_\_\_, (state the  
proper county or court as the case may be)

The People of the State of New York

vs.

The A. B. Company.

You are hereby summoned to appear in this court and, by demurrer or plea in writing duly verified, answer an indictment filed against you by the grand jury of this county, on the \_\_\_\_\_ day of \_\_\_\_\_, charging you with the crime of (designating the offense generally), at a term of the court of oyer and terminer (or as the case may be) of this county, at (naming the place) on (stating the day and hour) and in case of your failure to so appear and answer, judgment will be pronounced against you.

Dated at the city (or town) of \_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_ 18 \_\_\_\_.  
C. D.

District Attorney.

(or by order of the court, E. F. Clerk, as the case may be.)

2. The summons must be served at least four days before the appearance fixed therein, in the same manner as is provided for the service of a summons upon a corporation in a civil action; and if the corporation does not appear in the manner and at the time and place specified in the summons, judgment must be pronounced against it.

3. Nothing contained in this section shall be construed as preventing the appearance of a corporation by counsel to answer an indictment, without the issuance or service of the summons as above provided. And when an indictment shall have been filed against a corporation it may voluntarily appear and answer the same by counsel duly authorized to so appear for it; in which case the court acquires full jurisdiction over the corporation in the same manner as if the summons had been issued and served.

§ 2. Section six hundred and eighty-two of the Code of Criminal Procedure is hereby amended so as to read as follows:

§ 682. When a fine is imposed upon a corporation upon conviction, it may be collected in the same manner as a judgment in a civil action, and if an execution issued upon such judgment be returned unsatisfied, the district attorney of the county may thereupon bring an action in the name of the people of the state of New York, to procure a judgment sequestrating the property of the corporation, as provided by the Code of Civil Procedure. (*Thus amended by chap. 219, Laws 1892.*)



# THE PENAL CODE OF THE STATE OF NEW YORK.

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## PORTIONS THEREOF APPLICABLE AND RELATING TO RAILROAD CORPORATIONS.

§ 13. Whenever in this code the punishment for crime is left undetermined between certain limits, the punishment to be inflicted in a particular case must be determined by the court authorized to pass sentence within such limits as may be prescribed by this code. In all cases where a corporation is convicted of an offense for the commission of which a natural person would be punishable with imprisonment, as for a felony, such corporation is punishable by a fine of not more than five thousand dollars. (*Thus amended by chap. 218, Laws 1892.*)

§ 41f. Refusal to permit employes to attend election.— A person or corporation who refuses to an employe entitled to vote at an election or town meeting, the privilege of attending thereat, as provided by the election law, or subjects such employe to a penalty or reduction of wages because of the exercise of such privilege, is guilty of a misdemeanor. (*Thus amended by chap. 693, Laws 1892.*)

§ 41p. Giving considerations for franchise.— Any person who directly or indirectly, by himself or through any other person:

1. Pays, lends or contributes, or offers or promises to pay, lend or contribute any money or other valuable consideration to or for any voter, or to or for any other person, to induce such voter to vote or refrain from voting at such election for any particular person or persons, or to induce such voter to come to the polls or remain away from the polls at such election or on account of such voter having voted or refrained from voting, or having voted or refrained from voting for any particular person, for having come to the polls or remained away from the polls at such election; or

2. Gives, offers or promises any office, place or employment, or promises to procure, or endeavors to procure any office, place or employment to or for any voter or to or for any other person in order to induce such voter to vote or refrain from voting at such election for any particular person or persons; or

3. Makes any gifts, loan, promise, offer, procurement or agreement, as aforesaid, to, for or with any person in order to induce such person to procure or endeavor to procure the election of any person, or the vote of any voter at any election; or

4. Procures or engages, or promises or endeavors to procure, in consequence of any such gift, loan, offer, promise, procurement or agreement, the election of any person or the vote of any voter at such election; or

5. Advances, pays, or causes to be paid, any money or other valuable thing to or for the use of any other person with the intent that the same, or any part thereof, shall be used in bribery at any election, or knowingly pays, or causes to be paid any money or other valuable thing to any person in the discharge or repayment of any money wholly or partly expended in bribery at any election.

Is guilty of an infamous crime, punishment\* by imprisonment for not less than three months, nor more than one year, and in addition forfeits any office to which he may have been elected at the election with reference to which such offense was committed. (*Thus amended by chap. 693, Laws 1892.*)

§ 41q. **Receiving consideration for franchise.**—Any person who, directly or indirectly, by himself or through any other person:

1. Receives, agrees or contracts for, before or during an election, any money, gift, loan, or other valuable consideration, office, place or employment for himself or any other person, for voting or agreeing to vote, or for coming or agreeing to come to the polls, or for remaining away or agreeing to remain away from the polls, or for refraining or agreeing to refrain from voting, or for voting or agreeing to vote, or for refraining or agreeing to refrain from voting for any particular person or persons at any election; or

2. Receives any money or other valuable thing during or after an election on account of himself or any other person having voted or refrained from voting at such election, or on account of himself or any other person having voted or refrained from voting for any particular person at such election, or on account of himself or any other person having come to the polls or remained away from the polls at such election, or on account of having induced any other person to vote or refrain from voting for any particular person or persons at such election,

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\* So in the original.



Is guilty of an infamous crime, punishable by imprisonment for not less than three months nor more than one year, and in addition shall be excluded from the right of suffrage for five years after such conviction; and the clerk of the county in which such person is convicted shall transmit a certified copy of the record of conviction to the clerk of each county of the state, within ten days thereafter, which copy shall be filed in his office by each of such clerks. (*Thus amended by chap. 693, Laws 1892.*)

§ 41r. **Testimony upon prosecution.** — A person offending against any provision of section forty-one-q or of section forty-one-r of this code is a competent witness against another person so offending, and may be compelled to attend and testify upon any trial, hearing or proceeding, or investigation in the same manner as any other person. The testimony so given shall not be used in any prosecution or proceeding, civil or criminal, against the person so testifying. A person so testifying shall not thereafter be liable to indictment, prosecution or punishment for the offense with reference to which his testimony was given, and may plead or prove the giving of testimony accordingly, in bar of such an indictment or prosecution. (*Thus amended by chap 693, Laws 1892.*)

§ 119. No sheriff of a county, mayor of a city, or officials, or other person authorized by law to appoint special deputy sheriffs, special constables, marshals, policemen or other peace officers in this state, to preserve the public peace or quell public disturbance, shall hereafter, at the instance of any agent, society, association or corporation, or otherwise, appoint as such special deputy, special constable, marshal, policeman or other peace officer, any person who shall not be a citizen of the United States and a resident of the state of New York, and entitled to vote therein at the time of his appointment, and a resident of the same county as the mayor or sheriff or other official making such appointment; and no person shall assume or exercise the functions, powers, duties or privileges incident and belonging to the office of special deputy sheriff, special constables, marshal or policemen, or other peace officer, without having first received his appointment in writing from the authority lawfully appointing him. Any person or persons who shall, in this state, without due authority, exercise, or attempt to exercise the functions of, or hold himself out to any one as a deputy sheriff, marshal, or policeman, constable or peace officer, or any public officer, or person pretending to be a public officer, who unlawfully, under the pretense or color of any process, arrests any person or detains him against his will, or seizes or levies upon any property,

or dispossesses any one of any lands or tenements without a regular process therefor, or any person who knowingly violates any other provision of this section, is guilty of a misdemeanor. But nothing herein contained shall be deemed to affect, repeal or abridge the powers authorized to be exercised under sections one hundred and two, one hundred and four, one hundred and sixty-nine, one hundred and eighty-three, eight hundred and ninety-five, eight hundred and ninety-six and eight hundred and ninety-seven of the Code of Criminal Procedure; or under chapter three hundred and forty-six of the Laws of eighteen hundred and sixty-three, as amended by chapter two hundred and fifty-nine of the Laws of eighteen hundred and sixty-six, and chapter one hundred and ninety-three of the Laws of eighteen hundred and seventy-five; or under chapter two hundred and twenty-three of the Laws of eighteen hundred and eighty; or under chapter five hundred and twenty-seven of the Laws of eighteen hundred and seventy-three; or under chapter two hundred and five of the Laws of eighteen hundred and seventy-five; but all places kept for summer resorts and the grounds of racing associations in the counties of New York, Kings and Westchester, are hereby exempted from the provisions of this act. (*Thus amended by chap. 272, Laws 1892.*)

§ 171a. **Compelling employes to agree not to join any labor organization a misdemeanor.**—Any person or persons, employer or employers of labor, and any person or persons of any corporation or corporations on behalf of such corporation or corporations, who shall hereafter coerce or compel any person or persons, employe or employes, laborer or mechanic, to enter into an agreement, either written or verbal from such person, persons, employe, laborer or mechanic, not to join or become a member of any labor organization, as a condition of such person or persons securing employment, or continuing in the employment of any such person or persons, employer or employers, corporation or corporations, shall be deemed guilty of a misdemeanor. The penalty for such misdemeanor shall be imprisonment in a penal institution for not more than six months, or by a fine of not more than two hundred dollars, or by both such fine and imprisonment. (*Chap. 688, Laws of 1887.*)

§ 199. **Liability of persons in charge of steam engines.**—An engineer or other person having charge of a steam boiler, steam engine, or other apparatus for generating or applying steam, employed in a boat or railway, or in a manufactory, or in any mechanical works, who willfully, or from ignorance or gross neglect, creates, or allows to



be created, such an undue quantity of steam as to burst the boiler, engine or apparatus, or to cause any other accident whereby the death of a human being is produced, is guilty of manslaughter in the second degree.

(3 R. S. 934, § 21; *id.* 973, § 31; 2 R. S. (Edm.) 717, § 25; 1 Whart. Cr. Law, § 362; see, also, §§ 362, 424, *post.*)

**5. Use of force or violence not declared unlawful in certain cases, etc.**—(Subdivision 5, section 223.)—When committed by a carrier of passengers, or the authorized agents or servants of such carrier, or by any person assisting them, at their request, in expelling from a carriage, railway car, vessel or other vehicle, a passenger who refuses to obey a lawful and reasonable regulation prescribed for the conduct of passengers, if such vehicle has first been stopped and the force or violence used is not more than sufficient to expel the offending passenger, with a reasonable regard to his personal safety.

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**§ 362. Mismanagement of steam boilers.**—An engineer or other person having charge of a steam boiler, steam engine or other apparatus for generating or employing steam employed in a railway, manufactory, or other mechanical works, who, willfully or from ignorance or gross neglect, creates or allows to be created such an undue quantity of steam as to burst the boiler, engine or apparatus, or cause any other accident whereby human life is endangered, is guilty of a misdemeanor.

(3 R. S. 973, § 31; see § 199, *ante.*)

**§ 381. Innkeepers and carriers refusing to receive guests and passengers.**—A person who, either on his own account or as agent or officer of a corporation, carries on business as innkeeper, or as common carrier of passengers, and refuses, without just cause or excuse, to receive and entertain any guest, or to receive and carry any passengers, is guilty of a misdemeanor.

(See § 383, *post.*)

**§ 383. No exclusion because of race, color, etc.**—No citizen of this state can, by reason of race, color, or previous condition of servitude, be excluded from the equal enjoyment of any accommodation, faculty or privilege furnished by inn-keepers or common carriers, or by owners, managers or lessees of theaters or other places of amusement, by teachers and officers of common schools and public institutions of learning, or by cemetery associations. The violation of this section is a misdemeanor, punishable by a fine of not less than fifty dollars, nor more than \$500.

(1 R. S. 377, §§ 22–24; see § 381, *ante.*)

§ 389. A person who makes or keeps gunpowder, nitro-glycerine, or any other explosive or combustible material, within a city or village, or carries such materials through the streets thereof, in a quantity or manner prohibited by law or by ordinance of the city or village is guilty of a misdemeanor. And a person who, by the careless, negligent or unauthorized use or management of gunpowder or other explosive substance, injures, or occasions the injury of, the person or property of another, is punishable by imprisonment for not more than two years. Any person or persons who shall knowingly present, attempt to present, or cause to be presented or offered for shipment, to any railroad, steamboat, steamship, express or other company engaged as common carriers of passengers or freight, dynamite, nitro-glycerine, powder or other explosives dangerous to life or limb, without revealing the true nature of said explosive, or substance so offered or attempted to be offered to the company or carrier to which it shall be presented shall be guilty of a felony, and upon conviction shall be fined in any sum not exceeding one thousand dollars and not less than three hundred dollars or imprisonment in a state prison for not less than one nor more than five years or be subject to both such fine and imprisonment. (*As amended by chap. 689, Laws of 1887.*)

§ 416. **Unlawful offers to railroad commissioners or their employes.** — Any officers, agent or attorney of a railroad corporation who offers a place, appointment, position or any other consideration to a railroad commissioner, or to a secretary, clerk, agent, employe or expert employed by the board of railroad commissioners, is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws of 1892.*)

§ 417. **Misconduct of railroad commissioners and of their employes.** — Any railroad commissioner, or any secretary, clerk, agent, expert or other person employed by the board of railroad commissioners, who,

1. Directly or indirectly solicits or requests from or recommends to any railroad corporation, or to any officer, attorney or agent thereof, the appointment of any person to any place or position; or,

2. Accepts, receives or requests, either for himself or for any other person, any pass, gift or gratuity from any railroad corporation; or,

3. Secretly reveals to any railroad corporation, or to any officer, member or employe thereof, any information gained by him from any other railroad corporation; is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws of 1892.*)



§ 418. **Persons unable to read not to act or be employed as engineers.**— Any person unable to read the time-tables of a railroad and ordinary handwriting, who act as an engineer or runs a locomotive or train on any railroad in this state; or any person who in his own behalf, or in behalf of any other person or corporation, knowingly employs a person so unable to read to act as such engineer or to run any such locomotive, is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws of 1892.*)

§ 419. **Misconduct of officials or employes on elevated railroads.**— Any conductor, brakeman, or other agent or employe of an elevated railroad, who:

1. Starts any train or car of such railroad, or gives any signal or order to any engineer or other person to start any such train or car, before every passenger therein who manifests an intention to depart therefrom by arising or moving toward the exit thereof, has departed therefrom; or before every passenger on the platform or station at which the train has stopped, who manifests a desire to enter the train, has actually boarded or entered the same, unless due notice is given by an authorized employe of such railroad that the train is full, and that no more passengers can then be received; or,

2. Obstructs the lawful ingress or egress of a passenger to or from any such car; or,

3. Opens a platform gate of any such car while the train is in motion, or starts such train before such gate is firmly closed; is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws 1892.*)

§ 420. **Intoxication or other misconduct of railroad or steamboat employes.**— 1. Any person who, being employed upon any railway as engineer, conductor, baggagemaster, brakeman, switchtender, fireman, bridge-tender, flagman, signal man, or having charge of stations, starting, regulating or running trains upon a railroad, or, being employed as captain, engineer or other officer of a vessel propelled by steam is intoxicated while engaged in the discharge of any such duties; or,

2. An engineer, conductor, brakeman, switch-tender, or other officer, agent or employe of any railroad corporation, who willfully violates or omits his duty as such officer, agent or employe, by which human life or safety is endangered, the punishment of which is not otherwise prescribed; is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws 1892.*)

§ 421. **Failure to ring bell, etc.**— A person acting as engineer, driving a locomotive on any railway in this state, who fails to ring the

bell, or sound the whistle, upon such locomotive, or cause the same to be rung or sounded, at least eighty rods from any place where such railway crosses a traveled road or street on the same level (except in cities), or to continue the ringing such bell or sounding such whistle at intervals, until such locomotive and the train to which the locomotive is attached shall have completely crossed such road or street, or any officer or employe of a corporation who shall willfully obstruct, or cause to be obstructed, any farm or highway crossing with any locomotive or car for a longer period than five consecutive minutes, is guilty of a misdemeanor. (*Thus amended by chap. 358, Laws of 1891.*)

§ 422. **Placing passenger car in front of merchandise or freight car.**—A person, being an officer or employe of a railway company, who knowingly places, directs, or suffers a freight, lumber, merchandise, or oil car to be placed in rear of a car used for the conveyance of passengers in a railway train, is guilty of a misdemeanor. (*Thus amended, Laws of 1889, chap. 267.*)

§ 423. **Platforms and heating apparatus of passenger cars.**—A railroad corporation, or any officer or director thereof having charge of its railroad, or any person managing a railroad in this state, or any person or corporation running passenger cars upon a railroad into or through this state, who:

1. Fails to have the platforms or ends of the passenger cars run upon such railroad constructed in such manner as will prevent passengers falling between the cars while in motion; or,

2. Except temporarily, in case of accident or emergency, heats any passenger car, while in motion, on any such railroad more than fifty miles in length, except a narrow gauge railroad which runs only mixed trains, between October fifteenth and May first, by any stove or furnace inside of or suspended from such car, except stoves of a pattern and kind approved by the board of railroad commissioners for cooking purposes in dining room cars, and except within the extended time allowed by the railroad commissioners in pursuance of law for introducing other heating apparatus; is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws of 1892.*)

§ 424. **Guard posts; automatic couplers.**—All corporations and persons other than employes, operating any steam railroad in this state,

1. Failing to cause guard posts to be placed in the prolongation of the line of bridge trusses upon such railroad, so that in case of derailment, the posts and not the trusses shall receive the blow of the derailed locomotive or car; or,



2. Failing after November first, eighteen hundred and ninety-two, to equip all of their own engines and freight cars, run and used in freight or other trains on such railroad, with automatic self-couplers, or running or operating on such railroad, any freight car belonging to any such person or corporation, without having the same equipped, except in case of accident or other emergency, with automatic self-couplers, and except within the extended time allowed by the board of railroad commissioners, in pursuance of law, for equipping such car with such couplers; is guilty of a misdemeanor, punishable by a fine of five hundred dollars for each offense. (*Thus amended by chap. 692, Laws of 1892.*)

§ 425. **Advising or inducing employes not to wear uniform a misdemeanor.**—A person who,

1. Advises or induces any one, being an officer, agent or employe of a railway company, to leave the service of such company, because it requires a uniform to be worn by such officer, agent or employe, or to refuse to wear such uniform, or any part thereof; or,

2. Uses any inducement with a person employed by a railway company to go into the service or employment of any other railway company, because a uniform is required to be worn; or,

3. Wears the uniform designated by a railway company without authority;

Is guilty of a misdemeanor.

(2 R. S. 534, § 40; 2 R. S. 560, § 143; Laws of 1867, chap. 483, § 1.)

§ 426. **Riding on freight or wood trains; getting on car or train while in motion; obstructing, etc., horse or street railroad cars; punishment.**—Riding on freight trains,

1. A person who rides on any engine or any freight or wood car of any railway company, without authority or permission of the proper officers of the company or of the person in charge of said car or engine; or,

2. Who gets on any car or train while in motion (for the purpose of obtaining transportation thereon as a passenger) or,

3. Who willfully obstructs, hinders or delays the passage of any car lawfully running upon any steam or horse or street railway;

Is guilty of a misdemeanor. (*As amended by chap. 458, Laws of 1890.*)

(Laws of 1871, chap. 261; Laws of 1879, chap. 474; Laws of 1880, chap. 370.)

§ 487. **Arson in second degree.**—A person who,

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4. Willfully burns, or sets on fire, in the night-time, a car, vessel or other vehicle, or a structure or building, ordinarily occupied at night by a human being, although no person is within it at the time.

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§ 488. **Arson in third degree.**—A person who willfully burns, or sets on fire, either,

1. A vessel, car, or other vehicle, or a building, structure or other erection, which is at the time insured against loss or damage by fire, with intent to prejudice the insurer thereof; or,

2. A vessel, car or other vehicle, or a building, structure or other erection under circumstances not amounting to arson in the first or second degree.

§ 498. **Burglary in third degree.**—A person who either,

1. With intent to commit a crime therein, breaks and enters a building, or room, or any part of a building; or,

2. Being in any building, commits a crime therein and breaks out of the same;

Is guilty of burglary in the third degree.

(3 R. S. 941, §§ 18, 19.)

§ 504. **“Building,” defined.**—The term “building,” as used in this chapter, includes a railway car, vessel, booth, tent, shop or other erection or inclosure.

§ 505. **Unlawfully entering building.**—A person who, under circumstances or in a manner not amounting to burglary, enters a building, or any part thereof, with intent to commit a felony or a larceny, or any malicious mischief, is guilty of a misdemeanor.

§ 514. **Other cases of forgery in third degree.**—A person who, either,

1. Being an officer or in the employment of a corporation, association, partnership or individuals falsifies, or unlawfully and corruptly alters, erases, obliterates or destroys any accounts, books of accounts, records, or other writing, belonging to or appertaining to the business of the corporation, association or partnership or individuals; or,

2. Who, with intent to injure or defraud, shall falsely make, alter, forge or counterfeit, or shall cause, aid, abet, assist or otherwise connive at, or be a party to the making, altering, forging or counterfeiting of any letter, telegram or other written communication, paper, or instrument by which making, altering, forging or counterfeiting, any



other person shall be in any manner injured in his good name, standing, position or general reputation; or,

3. Who shall alter, or who shall cause, aid, abet, or otherwise connive at, or be a party to the uttering of any letter, telegram, report or other written communication, paper or instrument purporting to have been written or signed by another person, or any paper purporting to be a copy of any such paper or writing where no original existed, which said letter, telegram, report or other written communication, paper or instrument, or paper purporting to be a copy thereof, as aforesaid, the person uttering the same shall know to be false, forged or counterfeited, and by the uttering of which the sentiments, opinions, conduct, character, prospects, interests or rights of such other person shall be misrepresented or otherwise injuriously affected; or,

4. With intent to defraud, shall forge, counterfeit or falsely alter and wrongfully utter any ticket, contract or other paper, or writing entitling, or purporting to entitle, the person whose name appears therein, or the holder or bearer thereof, to entrance upon the grounds or premises of any membership corporation, or being thereupon, to remain upon such grounds or premises; or with like intent, shall use any such ticket, contract or other paper or writing, to effect an entrance or as evidence of his right to remain upon such grounds or premises: or, with like intent, shall sell, exchange or deliver, or keep or offer for sale, exchange or delivery, or receive upon any purchase, exchange or delivery, any such ticket, contract or other paper or writing, knowing the same to have been forged, counterfeited or falsely altered, is guilty of forgery in the third degree. (*Thus amended by chap. 692, Laws 1892.*)

§ 516. **Forging passage tickets.**—A person who, with intent to defraud, forges, counterfeits or falsely alters any ticket, cheque or other paper or writing, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railway or in any vessel or other public conveyance; and a person who, with like intent, sells, exchanges or delivers, or keeps or offers for sale, exchange or delivery, or receives upon any purchase, exchange or delivery, any such ticket, knowing the same to have been forged, counterfeited or falsely altered, is guilty of forgery in the third degree.

(3 R. S. 954, §§ 93, 94; Laws of 1860, p. 177, chap. 103.)

§ 518. **Officer of corporation selling, etc., forged or fraudulent scrip, etc.**—An officer, agent or other person employed by any company or corporation existing under the laws of this state, or of any other state or territory of the United States, or of any foreign

government, who willfully and with a design to defraud, sells, pledges or issues, or causes to be sold, pledged or issued, or signs or procures to be signed with intent to sell, pledge or issue, or to be sold, pledged or issued, a false, forged or fraudulent paper, writing or instrument, being or purporting to be a scrip, certificate or other evidence of the ownership or transfer of any share or shares of the capital stock of such company or corporation, or a bond or other evidence of debt of such company or corporation, or a certificate or other evidence of the ownership or of the transfer of any such bond or other evidence of debt, is guilty of forgery in the third degree, and upon conviction, in addition to the punishment prescribed in this title for that offense, may also be sentenced to pay a fine not exceeding \$3,000.

(3 R. S. 946, §§ 49, 50; § 591, *post.*)

§ 519. **Falsely indicating person as corporate officer.**—The false making or forging of an instrument or writing purporting to have been issued by or in behalf of a corporation or association, state or government, and bearing the pretended signature of any person, therein falsely indicated as an agent or officer of such corporation, is forgery in the same degree, as if that person were in truth such officer or agent of the corporation or association, state or government.

(3 R. S. 946, § 48; 2 R. S. (Edm.) 695, § 47; Laws of 1885, chap. 155.)

§ 520. **Terms “forge” and “forging.”** — The expression “forge,” “forged” and “forging,” as used in this chapter, includes false making, counterfeiting and the alteration, erasure or obliteration of a genuine instrument, in whole or in part, the false making or counterfeiting of the signature of a party or witness, and the placing or connecting together with intent to defraud different parts of several genuine instruments.

(3 R. S. 946, § 44.)

§ 590. **Frauds in the organization of corporations.**—A person who:

1. Without authority subscribes the name of another to or inserts the name of another in any prospectus, circular or other advertisement or announcement of any corporation or joint-stock association existing or intended to be formed, with intent to permit the same to be published, and thereby to lead persons to believe that the person whose name is so subscribed is an officer, agent, member or promoter of such corporation or association; or,

2. Signs the name of a fictitious person to any subscription for or agreement to take stock in any corporation, existing or proposed; or,



3. Signs to any such subscription or agreement in the name of any person, knowing that such person does not intend in good faith to comply with the terms thereof, or under any understanding or agreement, that the terms of such subscription or agreement are not to be complied with or enforced; is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws 1892.*)

§ 591. An officer, agent or other person in the service of any joint-stock company or corporation formed or existing under the laws of this state, or of the United States, or of any state or territory thereof, or of any foreign government or country, who willfully and knowingly, with intent to defraud, either:

1. Sells, pledges or issues, or causes to be sold, pledged or issued, or signs or executes, or causes to be signed or executed with intent to sell, pledges or issues, or causes to be sold, pledged or issued, any certificate or instrument purporting to be a certificate or evidence of the ownership of any share or shares of such company or corporation, or any bond or evidence of debt, or writing purporting to be a bond or evidence of debt of such company or corporation, without being first thereto duly authorized by such company or corporation, or contrary to the charter or laws under which such corporation or company exists, or in excess of the power of such company or corporation or of the limit imposed by law or otherwise upon its power to create or issue stock or evidences of debt; or,

2. Reissues, sells, pledges or disposes of, or causes to be reissued, sold, pledged or disposed of, any surrendered or canceled certificates, or other evidence of the transfer or ownership of any such share or shares, is punishable by imprisonment for a term not exceeding seven years, or by a fine not exceeding three thousand dollars, or by both. (*Thus amended by chap. 662, Laws 1892.*)

§ 592. An officer, agent or clerk of a corporation, or of persons proposing to organize a corporation, or to increase the capital stock of a corporation, who knowingly exhibits a false, forged or altered book, paper, voucher, security or other instrument of evidence to any public officer or board authorized by law to examine the organization of such corporation, or to investigate its affairs, or to allow an increase of its capital, with intent to deceive such officer or board in respect thereto, is punishable by imprisonment in a state prison not exceeding ten years. (*Thus amended by chap. 662, Laws 1892.*)

§ 594. **Misconduct of directors of stock corporations.**—A director of a stock corporation, who concurs in any vote or act of the directors of such corporation, or any of them, by which it is intended,

1. To make a dividend, except from the surplus profits arising from the business of the corporation, and in the cases and manner allowed by law; or,

2. To divide, withdraw, or in any manner pay to the stockholders or any of them, any part of the capital stock of the corporation; or to reduce such capital stock without the consent of the legislature; or,

3. To discount or receive any note or other evidence of debt in payment of an installment of capital stock actually called in, and required to be paid, or with intent to provide the means of making such payment; or,

4. To receive or discount any note or other evidence of debt with intent to enable any stockholder to withdraw any part of the money paid in by him on his stock; or,

5. To apply any portion of the funds of such corporation, except surplus, profits, directly or indirectly, to the purchase of shares of its own stock; or,

6. To receive any such shares in payment or satisfaction of a debt due to such corporations; or,

7. To receive in exchange for the shares, notes, bonds, or other evidences of debt of such corporation, shares of the capital stock or notes, bonds or other evidences of debt issued by any other stock corporation;

Is guilty of a misdemeanor.

(2 R. S. 297, § 1; Laws of 1869, chap. 742, § 7.)

§ 602. A director, officer or agent of any corporation or joint-stock association, who knowing receives or possesses himself of any property of such corporation or association, otherwise than in payment of a just demand, and with intent to defraud, omits to make, or cause or direct to be made, a full and true entry thereof, in the books or accounts of such corporation or association; and a director, officer, agent, or member of any corporation or joint-stock association who, with intent to defraud, destroys, alters, mutilates, or falsifies any of the books, papers, writings or securities belonging to such corporation or association, or makes or concurs in making any false entry, or omits or concurs in omitting to make any material entry in any book of accounts, or other record or document kept by such corporation or association, is punishable by imprisonment in a state prison not exceeding ten years, or by imprisonment in a county jail not exceeding one year, or by a fine not exceeding five hundred dollars, or by both such fine and imprisonment. (*Thus amended by chap. 662, Laws of 1892.*)



§ 603. **Officer of corporation publishing false reports of its condition.**— A director, officer or agent of any corporation or joint-stock association, who knowingly concurs in making or publishing any written report, exhibit or statement of its affairs or pecuniary condition, containing any material statement which is false, other than such as are elsewhere, by this code, specially made punishable, is guilty of a misdemeanor.

(Laws of 1874, chap. 440, §§ 1, 2; §§ 607 and 608 repealed by chapter 377, Laws of 1884.)

§ 609. **Directors of corporation presumed to have knowledge of its affairs.**— A director of a corporation or joint-stock association must be deemed to have such a knowledge of the affairs of the corporation or association as to enable him to determine whether any act, proceeding or omission of its directors, is a violation of this chapter.

(2 R. S., 299, § 14.)

§ 610. **Misconduct of officers and directors of stock corporations.**— An officer or director of a stock corporation who:

1. Issues, participates in issuing, or concurs in a vote to issue any increase of its capital stock beyond the amount of the capital stock thereof, duly authorized by or in pursuance of law; or

2. Sells, or agrees to sell, or is directly or indirectly interested in the sale of any share of stock of such corporation, or in any agreement to sell the same, unless at the time of such sale or agreement he is an actual owner of such share; is guilty of a misdemeanor, punishable by imprisonment for not less than six months, or by a fine not exceeding five thousand dollars, or by both. (*Thus amended by chap. 692, Laws 1892.*)

§ 611. **Misconduct of officers and employes of corporations.**— A director, officer, agent or employe of any corporation or joint-stock association who:

1. Knowingly receives or possesses himself of any of its property otherwise than in payment for a just demand, and with intent to defraud, omits to make or to cause or direct to be made, a full and true entry thereof in its books and accounts; or,

2. Concurs in omitting to make any material entry thereof; or,

3. Knowingly concurs in making or publishing any written report, exhibit or statement of its affairs or pecuniary condition, containing any material statement which is false; or,

4. Having the custody or control of its books, willfully refuses or neglects to allow the same to be inspected and extracts to be taken therefrom by any person, entitled by law to inspect the same or to take extracts therefrom; or,

5. If a notice of an application for an injunction affecting the property or business of such joint-stock association or corporation is served upon him, omits to disclose the fact of such service and the time and place of such application to the other directors, officers and managers thereof; or,

6. Refuses or neglects to make any report or statement lawfully required by a public officer; is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws 1892.*)

§ 612. **Misconduct of officers and agents of pipe-line corporations.**—Any officer, agent or manager of a pipe-line corporation, who:

1. Neglects or refuses to transport any product delivered for transportation, or to accept and allow a delivery thereof in the order of application, according to the general rules of the corporation, as provided by law; or,

2. Charges, accepts or agrees to accept for such receipt, transportation and delivery, a sum different from the amount fixed by such regulations; or,

3. Allows or pays, or agrees to allow or pay, or suffers to be allowed or paid or repaid, any draw-back, rebate or allowance, so that any person shall, by any device, have or procure any transportation of products over such pipe-line at a less rate or charge than is fixed in such regulations, is guilty of a misdemeanor, punishable by a fine not exceeding one thousand dollars, or by imprisonment not exceeding six months, or by both. (*Thus amended by chap. 692, Laws 1892.*)

§ 613. **Misconduct of corporate elections.**—Any person who:

1. Votes or issues a proxy to vote at any meeting of the stockholders or bondholders, or both, of a stock corporation, upon any stock or bond, if the person in whose behalf such vote is given shall not then have the title to the stock represented by such certificate or to such bond, and shall not have it in his possession and control, notwithstanding such stock or bond shall then stand on the books of such corporation in the name of the person in whose behalf such vote is given; or,

2. Being entitled to vote at such meeting, sells his vote or issues a proxy to vote to any person for any sum of money or thing of value; or,

3. Acts as an inspector of election at any such meeting and violates an oath taken by him, in pursuance of law as such inspector, or violates the provisions of an oath required by law to be taken by him as such



inspector, or is guilty of any dishonest or corrupt conduct as such inspector, is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws 1892.*)

§ 614. **Presumption of knowledge of corporate condition and business and of assent thereto by directors ; definitions.**—It is no defense to a prosecution for a violation of the provisions of this chapter, that the corporation is a foreign corporation, if it carries on business or keeps an office therefor in this state. The term “director” as used in this chapter includes any of the persons having, by law, the direction or management of the affairs of a corporation, by whatever name described. A director of a corporation or joint-stock association is deemed to have such a knowledge of the affairs of the corporation or association as to enable him to determine whether any act, proceeding or omission of its directors is a violation of this chapter. If present at a meeting of the directors at which any act, proceeding or omission of such directors in violation of this chapter occurs, he must be deemed to have concurred therein, unless he at the time causes or in writing requires his dissent therefrom to be entered on the minutes of the directors. If absent from such meeting, he must be deemed to have concurred in any such violation, if the facts constituting such violation appear on the record or minutes of the proceedings of the board of directors, and he remains a director of the corporation for six months thereafter without causing or in writing requiring his dissent from such violation to be entered on such record of minutes. (*Thus amended by chap. 692, Laws 1892.*)

(§ 615 repealed; Laws, 1882.)

§ 616. **Sale by authorized agents restricted.**—No person, except as allowed in section 622, shall ask, take or receive any money or valuable thing as a consideration for any passage or conveyance upon any vessel or railway train, or for the procurement of any ticket or instrument, giving or purporting to give a right, either absolutely or upon a condition or contingency, to a passage or conveyance upon a vessel or railway train, or a berth or state-room on a vessel, unless he is an authorized agent within the provisions of the last section; nor shall any person, as such agent sell or offer to sell any such ticket, instrument, berth or state-room, or ask, take or receive any consideration for any such passage, conveyance, berth or state-room, excepting at the office designated in his appointment, nor until he has been authorized to act as such agent according to the provisions of the last section, nor for a sum exceeding the price charged at the time of such sale by the company, owners or consignees of the vessel or railway mentioned in

the ticket. But a person who shall have purchased a ticket in good faith for his own passage, and shall have been prevented from using the same, may sell the ticket at any price not greater than the regular rate established therefor to another person in good faith for his own use.

(Laws of 1860, chap. 103, § 2; Laws of 1857, chap. 470, § 1; Laws of 1868, chap. 820; Laws of 1876, chap. 201.)

§ 617. **Unauthorized persons forbidden to sell certificates, receipts, etc., for the purpose of procuring tickets.**—No person other than an agent appointed, as provided in section 615, shall sell, or offer to sell, or in any way attempt to dispose of any order, certificate, receipt or other instrument, for the purpose or under the pretense, of procuring any ticket or instrument mentioned in section 615, upon any company or line, vessel or railway train therein mentioned. And every such order sold or offered for sale by any such agent must be directed to the company, owners or consignees at their office.

(Laws of 1860, chap. 103, § 3; Laws of 1857, chap. 470; Laws of 1868, chap. 820; Laws 1876, chap. 201.)

§ 618. A person guilty of a violation of any of the provisions of the preceding sections of this chapter is punishable by imprisonment in a state prison not exceeding two years, or imprisonment in a county jail not exceeding six months. (*Thus amended by chap. 662, Laws of 1892.*)

§ 619. **Conspiring to sell passage tickets in violation of law.**—All persons who conspire together to sell, or attempt to sell, to any person, any passage ticket, or other instrument mentioned in sections 615 and 616, in violation of those sections, and all persons who by means of any such conspiracy, obtain or attempt to obtain, any money or other property, under the pretense of procuring or securing any passage or right of passage in violation of this chapter, are punishable by imprisonment in a State prison not exceeding five years.

(Laws of 1860, chap. 103, § 5; Laws of 1857, chap. 470; Laws of 1868, chap. 820; Laws of 1870, chap. 103, § 5; Laws of 1870, chap. 423.)

§ 620. **Conspirators may be indicted, notwithstanding object of conspiracy has not been accomplished.**—Persons guilty of violating the last section may be indicted and convicted for a conspiracy, though the object of such conspiracy has not been executed.

(Laws of 1860, chap. 103, § 6; Laws of 1870, chap. 423, § 6; see § 171.)

§ 621. **Offices kept for unlawful sale of passage tickets, declared disorderly houses.**—All offices kept for the purpose of selling passage tickets in violation of any of the provisions of this chap-



ter, and all offices where any such sale is made, are deemed disorderly houses; and all persons keeping any such office, and all persons associating together for the purpose of violating any of the provisions of this chapter are punishable by imprisonment in a county jail for a period not exceeding six months. (*Thus amended by chap. 662, Laws of 1892.*)

§ 623. **Station masters, conductors, etc., allowed to sell tickets.**—The provisions of this chapter do not prevent the station master or other ticket agent upon any railway from selling in his office at any station on such railway, any passage tickets upon such railway; nor do they prevent any conductor upon a railway from selling such tickets upon the trains of such railway.

§ 626. **Emigrants ; sales and exchanges of passenger tickets.**—A person who,

1. Sells, or causes to be sold, a passage ticket, or order for such ticket, on any railway, vehicle or vessel, to any emigrant passenger at a higher rate than one and a quarter cents per mile ; or,

2. Takes payment for any such ticket or order for a ticket under a false representation as to the class of the ticket, whether emigrant or first-class ; or,

3. Directly or indirectly, by means of false representations, purchases or receives from an emigrant passenger any such ticket ; or,

4. Procures or solicits any such passenger having such a ticket to exchange the same for another passenger ticket, or to sell the same and purchase some other passenger ticket ; or,

5. Solicits or books any passenger arriving at the port of New York from a foreign country before such passenger has left the vessel on which he has arrived, or enters or goes on board any vessel arriving at the port of New York from a foreign country, having emigrant passengers on board, for the purpose of soliciting or booking such passengers; and a person or agent of a corporation employing any person for the purpose of booking such passengers before leaving the ship;

Is guilty of a misdemeanor.

(1 R. S. 1087, §§ 78, 79, 81; Laws of 1853, chap. 218, §§ 7, 8, 9; Laws of 1855, chap. 474, §§ 1, 3, 4.)

§ 627. **“Company” defined.**—The term “company,” as used in this chapter, includes all corporations, whether created under the laws of this state or of the United States, or those of any other state or nation. (Laws of 1860, chap. 103, § 13.)

§ 628. **By pipe-line corporations.**—A pipe-line corporation, or a person being the officer, agent, manager or representative thereof, who:

1. Accepts, makes or issues any receipt, certificate or order of any kind for any commodity, unless the commodity represented is actually at the time in the possession of the corporation; or,

2. Delivers to any person any petroleum or other commodity received for transportation by such corporation without the presentation and surrender of all vouchers, receipts, orders or certificates that have been issued or accepted for the same; or,

3. Having parted with the possession of any commodity and having received therefor an order, voucher receipt or certificate shall reissue the same, or shall not cause it to be canceled by the word "canceled" stamped or printed legibly across the face thereof, and to be filed and recorded by such corporation, as provided by law;

Is guilty of a misdemeanor. (*Thus amended by chap. 692, Laws 1892.*)

§ 629. **Issuing fictitious bills of lading, receipts and vouchers.**—A person who,

1. Being the master, owner, or agent of any vessel, or officer or agent of any railway, express or transportation company, or otherwise being or representing any carrier, who delivers any bill of lading, receipt or other voucher, by which it appears that merchandise of any kind has been shipped on board a vessel, or delivered to a railway, express or transportation company, or other carrier, unless the same has been so shipped or delivered and is at the time actually under the control of such carrier, or the master, owner or agent of such vessel, or of some officer or agent of such company, to be forwarded as expressed in such bill of lading, receipt or voucher; or,

2. Carrying on the business of a warehouseman, wharfinger or other depository of property, who issues any receipt, bill of lading or other voucher for merchandise of any kind which has not been actually received upon the premises of such person, and is not under his actual control at the time of issuing such instrument, whether such instrument is issued to a person as being the owner of such merchandise, or as security for any indebtedness; is guilty of a misdemeanor, punishable by imprisonment not exceeding one year, or by a fine not exceeding one thousand dollars, or by both. (*Thus amended by chap. 692, Laws of 1892.*)

§ 630. **Erroneous bills of lading or receipts issued in good faith excepted.**—No person can be convicted of an offense under the last two sections for the reason that the contents of any barrel, box,



case, cask or other vessel or package mentioned in the bill of lading, receipt or other voucher did not correspond with the description given in each instrument of the merchandise received, if such description corresponds substantially with the marks, labels or brands upon the outside of such vessel or package, unless it appears that the defendant knew that such marks, labels or brands were untrue.

§ 631. **Duplicate receipt must be marked "duplicate."**—A person mentioned in sections 628 and 629, who issues any second or duplicate receipt or voucher of a kind specified in those sections at a time while a former receipt or voucher for the merchandise specified in such second receipt is outstanding and uncanceled, without writing across the face of the same the word "duplicate," in a plain and legible manner, is punishable by imprisonment not exceeding one year, or by a fine not exceeding \$1,000, or by both.

§ 632. **Selling, hypothecating or pledging property received for transportation or storage.**—A person mentioned in sections 628 and 629, who sells or pledges any merchandise for which a bill of lading, receipt or voucher has been issued by him without the consent in writing thereto of the person holding such bill, receipt or voucher, is punishable by imprisonment not exceeding one year, or by a fine not exceeding \$1,000, or by both.

(2 R. S. 229, § 4; Laws of 1858, chap. 326; Laws of 1859, chap. 353; Laws of 1866, chap. 440.)

§ 634. **Property demanded by process of law.**—The last two sections (§§ 632 and 633) do not apply to any case where property is demanded by virtue of legal process.

(2 R. S. 229, § 8.)

§ 635. **Injuries to railroad tracks, et cetera.**—A person who,

1. Displaces, removes, injures or destroys any rail, sleeper, switch, bridge, viaduct, culvert, embankment, or structure, or any part thereof attached, appertaining to or connected with any railway, whether operated by steam, horses, or other motive power; or,

2. Places any obstruction upon the track of any such railway; or,

3. Willfully destroys or breaks any guard erected or maintained by a railroad corporation as a warning signal for the protection of its employes; or,

4. Willfully discharges a loaded firearm, or projects or throws a stone or other missile at a railway train, or at a locomotive, car or vehicle standing or moving upon a railway; or,

5. Willfully displaces, removes, cuts, injures or destroys any wire, insulator, pole, dynamo, motor, locomotive, or any part thereof, attached, appertaining to or connected with any railway operated by electricity, or willfully interferes with or interrupts any motive power used in running such road, or willfully places any obstruction upon the track of such railroad, or willfully discharges a loaded firearm, or projects or throws a stone or any other missile at such railway train or locomotive, car or vehicle, standing or moving upon such railway; is punishable as follows:

1. If thereby the safety of any person is endangered, by imprisonment for not more than ten years.

2. In every other case, by imprisonment for not more than three years or by a fine of not more than two hundred and fifty dollars, or both. (*Thus amended by chap. 692, Laws 1892.*)

§ 638. **Altering, etc., signal or light for railway engine or train.**—A person who, with intent to bring a vessel, railway engine or railway train into danger, either,

1. Unlawfully or wrongfully shows, masks, extinguishes, alters, or removes a light or other signal; or

2. Exhibits any false light or signal;

Is punishable by imprisonment for not more than ten years.

§ 645. **Endangering life by maliciously placing explosive near building, car, etc.**—A person who places in, upon, under, against or near to, any building, car, vessel or structure, gunpowder or any other explosive substance, with intent to destroy, throw down or injure the whole or any part thereof, under such circumstances, that if the intent were accomplished, human life or safety would be endangered thereby, although no damage is done, is guilty of a felony.

(See §§ 201, 389, 636.)

§ 649. A messenger appointed by authority of law to receive and carry a report, certificate or certified copy of any statement relating to the result of any election, who willfully mutilates, tears, defaces, obliterates or destroys the same, or does any other act which prevents the delivery of it as required by law; and a person who takes away from such messenger any such report, certificate or certified copy, with intent to prevent its delivery, or who willfully does any injury or other act in this section specified, is punishable by imprisonment in a state prison not exceeding five years. (*Thus amended by chap. 662, Laws of 1892.*)



§ 654. A person who unlawfully and willfully destroys or injures any real or personal property of another or who without authority or permission from a person who has the right to give such authority or permission, loosens any brake or blocking of any car standing on any railroad track in this state, or without like authority or permission, puts upon or runs any hand car, or other car, on any railroad track in this state, or without like authority or permission, interferes or meddles with any brake or coupling of any car while standing or moving on any railroad track in this state, or takes any part therein, in a case where the punishment is not specially prescribed by statute, is punishable as follows:

1. If the value of the property destroyed, or the diminution in the value of the property by the injury is more than twenty-five dollars, by imprisonment for not more than four years.

2. In any other case, by imprisonment for not more than six months, or by a fine of not more than two hundred and fifty dollars, or by both such fine and imprisonment.

3. And in addition to the punishment prescribed therefor, he is liable in treble damages for the injury done, to be recovered in a civil action by the owner of such property, or the public officer having charge thereof. (*Thus amended by chap. 186, Laws of 1892.*)

§ 659. **Carrying animals in a cruel manner, a misdemeanor.**—A person who carries, or causes to be carried in or upon any vessel or vehicle or otherwise, any animal in a cruel or inhuman manner, or so as to produce torture, is guilty of a misdemeanor.

(3 R. S., 974, § 38; Laws of 1880, chap. 209; Laws of 1867, chap. 375, § 5; § 663, *post.*)

§ 663. **Transporting animals for more than twenty-four consecutive hours a misdemeanor.**—A railway corporation, or an owner, agent, consignee, or person in charge of any horse, sheep, cattle, or swine, in the course of, or for transportation, who confines, or causes or suffers the same to be confined, in cars for a longer period than twenty-four consecutive hours, without unloading for rest, water and feeding, during ten consecutive hours, unless prevented by storm or inevitable accident, is guilty of a misdemeanor. In estimating such confinement, the time during which the animals have been confined without rest, on connecting roads from which they are received, must be computed. If the owner, agent, consignee or other person in charge of any such animals refuses or neglects upon demand to pay for the care or

feed of the animals while so unloaded or rested, the railway company, or other carriers thereof, may charge the expense thereof to the owner or consignee and shall have a lien thereupon for such expense.

(3 R. S. 974, § 38; Laws of 1866, chap. 560, § 1.)

§ 669. **Definitions.**—1. The word “animal,” as used in this title, does not include the human race, but includes every other living creature;

2. The word “torture” or “cruelty” includes every act, omission, or neglect whereby unjustifiable physical pain, suffering or death is caused or permitted;

3. The words “impure and unwholesome milk” include all milk obtained from animals in a diseased or unhealthy condition, or who are fed on a distillery waste, usually called “swill,” or upon any substance in a state of putrefaction or fermentation.

(3 R. S. 976, § 51; Laws of 1874, chap. 12, § 8; Laws of 1862, chap. 467, § 4.)

§ 675. Any person who shall by any offensive or disorderly act or language, annoy or interfere with any person or persons in any place or with the passengers of any public stage, railroad car, ferry boat, or other public conveyance, or who shall disturb or offend the occupants of such stage, car, boat or conveyance, by any disorderly act, language or display, although such act, conduct or display may not amount to an assault or battery, shall be deemed guilty of a misdemeanor. A person who willfully and wrongfully commits any act which seriously injures the person or property of another, or which seriously disturbs or endangers the public peace or health, or which openly outrages public decency, for which no other punishment is expressly prescribed by this code, is guilty of a misdemeanor; but nothing in this code contained shall be so construed as to prevent any person from demanding an increase of wages, or from assembling and using all lawful means to induce employers to pay such wages to all persons employed by them, as shall be a just and fair compensation for services rendered. (*Thus amended, chap. 327, Laws of 1891.*)



# RAPID TRANSIT ACT.

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## CHAP. 4, LAWS OF 1891.

AN ACT to provide for rapid transit railways in cities of over one million inhabitants.

**SECTION 1. Commissioners of rapid transit; appointments; board constituted; vacancies.**—In cities having over one million of inhabitants, according to the last preceding national or state census, where rapid transit commissioners shall have been appointed since the first day of December, eighteen hundred and ninety, under the provisions of chapter six hundred and six of the laws of eighteen hundred and seventy-five, and the amendments thereto, by the mayor of any such city, said commissioners shall become commissioners of rapid transit under the provisions of this act. If no such commissioners have been appointed since the first day of December, eighteen hundred and ninety, and the date of the passage of this act in any city in this state containing a population of over one million inhabitants, according to the last preceding national or state census, then the mayor of such city may at any time after the passage of this act appoint five persons who shall be residents of such city, who shall be commissioners of rapid transit under the provisions of this act. The commissioners thus appointed are hereby constituted a board of rapid transit railroad commissioners, in and for the city in which they are appointed. They shall have and exercise the specific authority and powers hereinafter conferred, and also such other and necessary powers as may be requisite to the efficient performance of the duties imposed upon the said board by this act. If a vacancy shall at any time occur in any such board of rapid transit railroad commissioners, such vacancy shall be filled by the mayor of the city in which said board exists, by the appointment of a citizen of said city, who shall belong to the same political party as did the commissioner whom such appointee succeeds.

**§ 2. Oath of commissioners.**—Within twenty days after the passage of this act, in the case of commissioners who become such by its terms, and within twenty days after their appointment in the case of commissioners appointed under its provisions, each of the said commissioners shall take and subscribe an

oath faithfully to perform the duties of his office, which oath shall be filed in the office of the clerk of the county within which said board is appointed.

§ 3. First meeting of board; by-laws and rules; quorum; record of proceedings.—Within thirty days after the passage of this act, in the case of commissioners who become such by its terms, and within twenty days after their appointment, in the case of commissioners appointed under its provisions, the said commissioners shall meet and organize as a board. The board when so organized, may frame and adopt by-laws not inconsistent with this act, and establish suitable rules and regulations for the proper exercise of the powers and duties hereby conferred and imposed, and may from time to time amend the same. Four members of the board shall constitute a quorum for the transaction of business, but a less number may adjourn meetings. The said board shall adopt a seal and keep a record of its proceedings, which shall be a public record and be open to inspection at all reasonable times.

§ 4. Board to determine necessity of railways and to fix routes; general plan of construction; location of routes; proviso as to consents; parks and certain streets excepted; tunnels under parks and crossing streets; elevated roads.—The said board upon its own motion may proceed, from time to time, to consider and determine whether it is for the interest of the public and of the city in which it is appointed, that a rapid transit railway or railways for the conveyance and transportation of persons and property should be established therein, and upon the request in writing of the local authorities of any such city at any time, the said board shall proceed forthwith to consider and determine the same questions, and in each case the said board shall conduct such an inquest and investigation as may be deemed necessary in the premises. If, after such consideration and inquest, the said board shall determine that a rapid transit railway or railways, in addition to any already existing, are necessary for the interest of the public and such city, it shall proceed to determine and establish the route or routes thereof and the general plan of construction. Such general plan shall show the general mode of operation and contain such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected, and the concurrent votes of at least



four members of the board shall be necessary for the purpose of determining and establishing such route or routes and plan of construction. The said board, from time to time, may locate the route or routes of such railway or railways over, under, upon, through and across any streets, avenues and lands within such city, including blocks between streets or avenues or, partly over, under, upon, through and across any streets, avenues and lands within such city and partly through blocks between streets or avenues; provided that the consent of the owners of one-half in value of the property bounded on and the consent also of the local authorities having control of that portion of a street or highway upon which it is proposed to construct or operate such railway or railways be first obtained, or in case the consent of such property owners can not be obtained, that the determination of three commissioners appointed by the general term of the supreme court in the district of the proposed construction, given after due hearing of all parties interested, and confirmed by the court, that such railway or railways ought to be constructed or operated, be taken in lieu of the consent of such property owners; except that no public park nor any lands or places, lawfully set apart for, or occupied by, any public building of any city or county, or of the state of New York, or of the United States, nor those portions of Grand, Classon, Franklin avenues and Downing street in the city of Brooklyn, lying between the southerly line of Lexington avenue and northerly line of Atlantic avenue, nor that portion of Classon avenue in said city lying between the northerly line of Lexington avenue and the southerly line of Park avenue, nor that portion of Washington avenue in said city lying between Park and Atlantic avenues, nor DeBevoise place, Irving place and Leffert's place, Lee avenue, Nostrand avenue, Waverly avenue, Vanderbilt avenue and Clinton avenue in said city of Brooklyn, nor that portion of the city of Buffalo lying between Michigan and Main streets, nor any part of Fifth avenue in the city of New York, nor that portion of any street or avenue which is now actually occupied by any elevated railroad structure, shall be occupied by any corporation to be organized under the provisions of this act for the purpose of constructing a railway in or upon any of such public parks, lands or places, or upon or along either of the said excepted streets or avenues. It shall be lawful for said commissioners to locate the route of a railway or railways, by tunnel under any such public parks, lands or places and to locate the route of any railway to be built, under this act, across any of the streets and avenues now occupied by an elevated railroad structure in the city of New York or across any of the streets or avenues excepted in this act at any point at which, in its discretion,

the board of rapid transit railroad commissioners may deem necessary in the location of any route or routes. Nothing in this act shall authorize the construction of an elevated railway on Broadway south of Thirty-third street, nor on Madison avenue in the city of New York. It shall not be lawful to grant, use or occupy, for the purposes of an elevated railroad, except for the purpose of crossing the same, any portion of the following named streets and places in the city of New York, that is to say: Second avenue below Twenty-third street; Nassau street; Printing House square, so called, south of Frankfort street; Park row, south of Tryon row; Broad street and Wall street.

§ 5. Transmission of plans, etc.; approval and consent of council; consent of local authorities; consents of property owners; value of property, how determined; proceedings if consent not obtained; notice of application for commissioners; appointment thereof, etc.; determination and report.—After any determination by said board of any such route or routes and of any general plan of construction of said railway or railways, the said board shall transmit to the common council of said city a copy of said plans and conclusions as adopted. It shall be the duty of such common council upon receiving such copy of plans and conclusions to appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, and the said common council shall, on the day so fixed, proceed with the consideration thereof and may continue and adjourn such consideration, from time to time, until a final vote shall be taken thereon as hereinafter provided. Within four weeks after the copy of such plans and conclusions adopted by the board of rapid transit railroad commissioners shall have first been received by said common council, a final vote shall be taken thereon, by ayes and nays, in the form of a vote upon a resolution to approve such plans and conclusions, and to consent to the construction of a railway or railways in accordance therewith. Upon the adoption of such resolution\* a majority vote of all the members of the common council and the approval of the mayor, and in the case of the refusal or failure of the mayor to approve such resolution, then by a two-thirds vote of all the members of the common council, the said plans and conclusions shall be deemed to have been finally consented to and adopted, and such consent shall be deemed to be the consent of the local authorities of such city; provided, that where in any such city the exclusive control of any street,

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\* So in the original.



road, highway or avenue which is to be used or occupied by any railway or railways constructed under the provisions of this act, is by law vested in any local authority other than the common council of such city, the approval of the aforesaid plans and conclusions and the consent to the construction of a railway thereunder shall be given by such local authority in place of and if required in addition to such approval and consent by said common council and with like effect. Upon obtaining the approval and consent of the local authorities, as above provided, the said board of rapid transit railroad commissioners shall take the necessary steps to obtain, if possible, the said consents of the property owners along the line of said route or routes. For purposes of this act the value of the property bounded on that portion of any street or highway in, upon, over or under which it is proposed to construct or operate such railway or railways, or any part thereof, shall be ascertained and determined from the assessment-roll of the city in which the said property is situated, confirmed or completed last before the local authorities shall have given their consent as above provided. If such consents of property owners can not be obtained, the said board may, in its own name, make application to the general term of the supreme court in the judicial district in which such railway is to be constructed for the appointment of three commissioners to determine and report after due hearing whether such railway ought to be constructed and operated. Two weeks' notice of such application shall be given by daily publication thereof in six daily newspapers published in the city where such proposed railway is to be constructed, if there be so many newspapers published in said city, and if not then in all the daily newspapers published in said city. The newspapers in which said publication shall be made, shall be designated by the general term of the supreme court to which such application is to be made on the application of the commissioners without notice. The said general term, upon due proof of the publication aforesaid, shall appoint three disinterested persons who shall act as commissioners, and such commissioners within ten days after their appointment shall cause public notice to be given in the manner directed by the said general term, of their first sitting and may adjourn from time to time until all their business is completed. Vacancies in such commission may be filled by said general term after such notice to persons interested as the general term may deem proper, and the evidence taken before as well as after such vacancy occurred shall be deemed to be properly before such commissioners. The said commissioners shall determine after public hearing of all parties interested whether such railroad ought to be constructed and operated and shall

report the evidence taken to said general term, together with a report of their determination whether such road ought to be constructed and operated, which report if in favor of the construction and operation of such road shall, when confirmed by said court, be taken in lieu of the consent of the property owners above mentioned. Such report shall be made within sixty days after the appointment of said commissioners, unless the said court or a judge thereof shall extend such time.

§ 6. **Detailed plan; subways for pipes and wires; work at points of subsurface structures; expenses, how paid.**—When the consents of the local authorities and the property owners, or in lieu thereof, the authorization of the said supreme court upon the report of commissioners, shall have been obtained, the board of rapid transit railroad commissioners shall at once proceed to prepare detailed plans and specifications for the construction of such rapid transit railway or railways, including all devices and appurtenances deemed by it necessary to secure the greatest efficiency, public convenience and safety, including plans and specifications for suitable support, turnouts, switches, sidings, connections, landing places, buildings, platforms, stairways, elevators, telegraph and signal devices and other suitable appliances incidental and requisite to what the said board may approve as the best and most efficient system of rapid transit in view of the public needs and requirements, and the said board may in its discretion include in said plans provisions for subways or tunnels, for sewer, gas or water pipes, electric wires, and other conductors proper to be placed under ground, whenever necessary so to do in order to permit of the proper construction of any railway herein provided for in accordance with the plans and specifications of the said board. Whenever the construction of any railway, depressed way, subway or tunnel under the provisions of this act shall interfere with, disturb or endanger any sewer, water pipe, gas pipe or other duly authorized subsurface structure, the work of the construction at such points shall be conducted in the city of New York, in accordance with the reasonable requirements and under the supervision of the commissioner of public works, and in other cities in accordance with the reasonable requirements and under the supervision of the officer or local authority having the care of and the jurisdiction or control over such subsurface structures so interfered with, disturbed or endangered. All expenses incidental to such supervision and to the work of reconstructing, readjusting and supporting any such sewer, water pipe, gas pipe or other duly authorized subsurface structure shall be borne and paid by the company constructing any such railway, depressed way, subway or tunnel. At any time before the sale provided for in



the next section of this act, the board of rapid transit railroad commissioners may abandon any portion of a route or routes laid out and determined by said board. (*Thus amended by chap. 556, Laws of 1892.*)

§ 7. Public sale of franchise; notice thereof; terms and conditions; supervision of board and engineers; deposits by bidders; nullity of bids and rights thereunder; time for beginning and finishing road; forfeiture and resale of franchise; terms as to organization of corporation, etc.; rejection and acceptance of bids; terms on resales; adjournments; term of franchise; proviso as to extension.—The said board after having secured the necessary consents and after having prepared such detailed plans and specifications as are by this act provided for, shall sell at public auction in the city where said railway or railways are to be built and for the account and benefit of said city the right, privilege and franchise to construct, maintain and operate such railway or railways. Notice of the time and place of such sale shall be published three times a week for at least six successive weeks in at least three daily newspapers published in said city. The board may prescribe all such terms and conditions of sale as it may deem to be for the interest of the public and of the city in which the railway or railways are to be constructed. The advertisement of sale shall contain only so much of the said terms, plans and specifications for the construction as the board may think proper, but such advertisement must state at what place the full terms, plans and specifications may be examined, and they shall be subject to examination under such reasonable rules and regulations as the board may prescribe. The terms of sale shall provide for the construction of the railway or railways under the supervision of the board, and for the approval of an engineer or engineers to be appointed from time to time by the board, and the corporation or corporations to be organized for the purpose of constructing and operating such railway or railways as in this act provided shall pay such engineer or engineers such salary as may, from time to time, be fixed by the said board of rapid transit railroad commissioners. Such engineer or engineers shall hold their office at the pleasure of the said board. The terms of sale shall require the successful bidder to deposit with the comptroller or chief fiscal officer of the city, in cash or approved securities, such amount as the board may deem sufficient to constitute a guarantee of full compliance with the terms of sale by the purchaser and by the corporation to be formed for the purpose of building and operating said railway as hereinafter provided. Said bids and all rights which may have been acquired thereunder shall become null and void and of no effect, at the option of said

board, should there be a failure to organize a corporation to exercise such rights, privileges and franchises as required by said terms of sale and this act, or for any violation of any of the requirements of said terms of sale which should be complied with before such corporation is organized, and thereupon any deposit which may have been made pursuant to such terms of sale shall be paid into the treasury of such city upon a certificate being made and filed by said board with the public officer with whom such deposit shall have been made, that said bid and all rights which may have been acquired thereunder have become null and void and of no effect ; and said rights, privileges and franchises shall be again sold by said board, subject to all the provisions of this act regulating such sales. The terms of sale shall require the construction of the road to be begun within a time to be specified in said terms of sale, and to be finished within a certain time thereafter to be specified therein and may prescribe the time within which portions of the same shall be begun and finished. The said terms of sale may reserve to the board the power to extend the times for the commencement and completion of the construction of said railway or of portions of the same if in its discretion the said board deem such extension to be for the best interests of the city. In case the corporation formed for the purpose of constructing said railway shall fail to begin or finish the construction within the times for those purposes respectively limited, all rights, privileges and franchises of such corporation to maintain and operate said railway shall be forfeited, and upon such forfeiture being adjudged by the court in a suit brought for that purpose in the name of the people, or by said board of rapid transit railroad commissioners, then the said board shall have power to advertise and resell said rights, privileges and franchises and so much of the road as shall have been constructed by such corporation ; such suit shall have preference over all other cases in all courts ; and the proceeds of such resale shall be applied first to the payment of the expenses of the resale, and then to the discharge of any liens which may have been created upon such property, and the balance shall be paid over to the said corporation. The terms of sale must provide for the organization by the purchaser or purchasers of such rights, privileges and franchises of a corporation to exercise the same, and to construct, maintain and operate such rapid transit railway or railways, with the powers and subject to the duties and liabilities granted or imposed by this act. The said terms of sale must also specify the amount of the capital of any such corporation, and number of shares

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\* So in the original.



of capital stock which such corporation shall be authorized to issue, the percentage to be paid in cash by the subscribers on subscribing for such shares, the maximum amount of the bonded indebtedness which such corporation be authorized to incur, and which may be secured by mortgage upon its property and franchises, and the maximum rates of fares and freight which such corporation may charge and collect for the carriage of persons and property. The said board may, if it considers that the public interest requires it to do so, reject all all\* bids and readvertise the said rights, privileges and franchises for sale, with the same or different terms of sale, as often as it may deem necessary in the interest of such city, and shall finally accept that bid, which under all circumstances in its opinion is most advantageous to the public and such city; and no bid shall be accepted without the concurrent vote of four members of the board. The terms of sale on any such resale must contain all the provisions required by this act to be inserted in the original terms of sale. Such sale may be adjourned from time to time at the discretion of the board. All sales of such rights, privileges and franchises shall be made for a definite term of years, but the expiration of the term, if sold for a term of years, shall not impair any mortgage or other lien upon the property of such corporation or the rights of any creditor or creditors of such corporation; provided, however, that nothing herein contained shall be so construed as to extend the term for which such rights, privileges and franchises are sold.

§ 8. **Resale of franchise after expiration of term ; purchasers ; new corporation.**—Within one year, and not less than six months prior to the expiration of any term for which such rights, privileges and franchises shall have been sold, said board shall proceed to resell the right to maintain and operate the said railway. Such sale shall be made in the manner prescribed for the original sale, and the board is empowered to make suitable provisions for securing to the corporation then operating such railway or railways suitable compensation for the railroad structure and appurtenances, and for any other property, real or personal, which the said corporation may own or of which it may be vested at the expiration of the term for which such rights, privileges and franchises were sold. Any corporation theretofore organized under the provisions of this act may be a purchaser on such resale; but if no such corporation be the purchaser, a new corporation shall be formed to maintain and operate said road in the manner pre-

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\* So in the original.

scribed for the organization of a corporation on the original sale, except that the plans and specifications according to which said railway has been constructed need not be set out at large, but may be referred to as forming part of the articles of association of said new corporation.

§ 9. **Offices and assistance for board.**—The said board by the concurrent vote of four members thereof may rent such offices and employ such engineers, attorneys and other persons, from time to time as it may, in its discretion, deem necessary to the proper performance by it of its duties as in this act prescribed. All actions and special proceedings which may be brought pursuant to any of the provisions of this act shall be entitled, on the application of the board of rapid transit railroad commissioners, to a preference over any other business, except the actions and proceedings enumerated in sections seven hundred and eighty-nine and seven hundred and ninety of the Code of Civil Procedure, at a term or sitting of any court of this state, irrespective of its place upon the calendar; and all actions and special proceedings which may be brought by or against any commission or corporation created by or acting under a power or privilege granted under the provisions of this act shall have a like preference on the application of said commission or corporation. (*Thus amended by chap. 556, Laws 1892.*)

§ 10. **Appropriations for board; proceedings upon failure to appropriate amount; liability of city; audit and payment of expenditures; revenue bonds, issue of, etc.; repayment of expenses; compensation of commissioners; stated in terms of sale.**—The board of estimate and apportionment, or other board or public body on which is imposed the duty and in which is vested the power of making appropriations of public moneys for the purposes of the city government in any city in which it is proposed to construct such railway or railways, shall, from time to time, on requisition duly made by the board of rapid transit railroad commissioners, appropriate such sum or sums of money as may be requisite and necessary to properly enable it to do and perform or cause to be done and performed, the duties herein prescribed. And such appropriation shall be made forthwith upon presentation of a requisition from the board of rapid transit railroad commissioners, which shall state the purposes for which such moneys are required by the said board. In case the said board of estimate and apportionment or such other board or public body fail to appropriate such amount as the board of rapid transit railroad commissioners deem requisite and necessary, the said board of rapid transit railroad commissioners may apply to the general term of the supreme court, in the department in



which the railway is to be or has been constructed, on notice to the board of estimate and apportionment or such other board or public body aforesaid, to determine what amount shall be appropriated for the purposes required by this section, and the decision of said general term shall be final and conclusive. And no city shall be liable for any indebtedness incurred by the said board of rapid transit railroad commissioners in excess of such appropriation or appropriations. It shall be the duty of the auditor and comptroller of any such city, after such appropriations shall have been duly made, to audit and pay the proper expenditures of said commissioners upon vouchers therefor, to be furnished by the said commissioners, which payments shall be made in like manner as payments are now made by the auditor, comptroller or other public officers of claims against and demands upon such city; and for the purpose of providing funds with which to pay the said sums, the comptroller of said city is hereby authorized and directed to issue and sell revenue bonds of such city in anticipation of receipt of taxes, and out of the proceeds of such bonds to make the payments in this section required to be made. And the amount necessary to pay the principal and interest of such bonds shall be included in the estimates of moneys necessary to be raised by taxation to carry on the business of said city, and shall be made a part of the tax levy for the year next following the year in which such appropriations are made. All expenses of the said board of rapid transit railroad commissioners so incurred and paid by any city as in this section provided, and for which any city shall be liable, shall be repaid with interest by the bidder or bidders at the public sale of the rights, privileges and franchises as in this act provided whose bid shall be accepted by the board of rapid transit railroad commissioners, and the terms of such sale shall specify the time when such payment shall be made, as well as the amount thereof. The commissioners shall be paid a reasonable compensation for the duties performed by them in relation to each railway located by them under the provisions of this act. The amount of such compensation shall be determined by the general term of the supreme court in the department in which the railway is to be located upon application by the board of rapid transit railroad commissioners, after notice to the mayor of the city in which the railway is to be built. The amount of such compensation shall be stated in the terms of sale, and shall be paid by the purchaser.

§ 11. Corporations, how organized; articles of association; approval and filing thereof; subscriptions to stock; meeting of subscribers; preference in subscriptions, etc.—A corporation or corporations to construct and operate such rapid transit railway or railways,

and to enjoy and exercise the rights, privileges and franchises in this act provided for shall be created and organized in the manner following: Articles of association shall be duly signed and acknowledged by not less than twenty-five persons, and such articles shall set forth the name of the proposed corporation and duration thereof. Said articles must also state that they are made and filed under and in pursuance of this act for the purpose of taking and exercising the rights, privileges and franchises so purchased as aforesaid, according to the terms of sale; and such terms of sale and all plans and specifications must be made a part of said articles, annexed thereto and filed therewith. The said articles must also contain such other provisions as the said board may deem requisite and necessary, not inconsistent with the terms of sale or with this act. The said articles must be approved by said board, by the concurrent vote of four members, and its approval must be indorsed thereon and attested by the seal of the board and the signature of its presiding officer, and must then be filed in the office of the secretary of state, and a duly certified copy, or a duplicate thereof, must be filed in the office of the clerk of the county in which such railway or railways are to be constructed. Immediately after the articles of association shall have been so made, approved and filed, the board of rapid transit railroad commissioners shall cause books of subscription to the capital stock of any such corporation to be opened, and shall give public notice of the opening of such books and of the time and place at which subscriptions will be received; and when the full amount of such capital stock shall have been subscribed by not less than fifty persons, and such percentage of the amount subscribed as may have been fixed by the board in the terms of sale shall have been paid in, in cash, to such bank or trust company as the board may select, the said board shall call a meeting of the subscribers for the purpose of organizing the corporation, serving upon or mailing to each subscriber a notice of such meeting at least ten days before the time appointed for holding the same; and the person or persons whose bid shall have been accepted by the said board of rapid transit railroad commissioners shall, if they elect to become subscribers to the capital stock of such corporation, be entitled to a preference for themselves and their associates in subscribing for, and in the allotment of the shares of capital stock of such corporation.

§ 12. Election of first directors; by-laws to be adopted.—At such meeting of subscribers thirteen directors of the corporation shall be elected, each of whom shall be a holder in his own right of at least one hundred shares of the capital stock of the corporation, and the board of



rapid transit railroad commissioners shall appoint the the\* inspectors of the first election. Each share of stock shall entitle the holder to one vote for each director. The directors so selected shall hold office for one year and until others are elected in their places. At such meeting by-laws must be adopted not inconsistent with this act, which by-laws shall, among other things, provide for:

1. The term of office of the directors elected at any subsequent meeting of stockholders, which term shall not exceed one year.

2. The manner of filling any vacancy which may occur in any office or in the board of directors.

3. The time and place of the annual meeting of stockholders.

4. The manner of calling and holding special meetings of stockholders.

5. The number of stockholders who shall attend either in person or by proxy, at any stockholders' meeting in order to constitute a quorum.

6. The officers of the corporation, the manner of their election by the directors, and their duties and powers, and among which officers there shall be included a president, a secretary and a treasurer.

7. The manner of electing or appointing inspectors of election.

8. The manner of amending the by-laws.

The by-laws may also provide for the forfeiture of shares for the non-payment of calls and for such other matters as may be deemed proper by the board of rapid transit railroad commissioners and they must be approved by a resolution of said board.

§ 13. **Record of proceedings; certificate of organization; record and certificate to be filed; payment of deposit to corporation; repayment to purchaser of franchise.**—Within ten days after the said subscribers' meeting a record of the proceedings thereof, containing a copy of the subscription list, a copy of the by-laws adopted, and the names of the directors chosen, shall be prepared and duly certified by the person presiding over, and person acting as secretary of said meeting. There shall be attached thereto a certificate of the board of rapid transit railroad commissioners, attested by its seal and the signature of its presiding officer, that said board has approved the by-laws adopted at the subscribers' meeting, and that said corporation has been organized in accordance with the provisions of this act. The said record and certificate shall be filed by said board in the office of the secretary of state, and a duly certified copy or duplicate thereof shall be filed in the office of the clerk of the county in which said railway or railways are to be built, and thereupon and upon the payment to the state treasurer of a tax

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\* So in the original.

of one-eighth of one per centum of the par value of the capital stock of said corporation, such corporation shall be deemed to be fully organized. A copy of said certificate, duly certified by the secretary of state, or by the county clerk in whose office it is filed, shall be presumptive evidence of the due organization of such corporation in all courts and proceedings. Upon the production of the certified copy of said certificate, and upon the order of such corporation, the bank or trust company in which the percentage of subscriptions to the capital stock shall have been deposited, shall pay over to any such corporation the amount of such deposit, and said corporation shall repay to the purchaser or purchasers at the sale provided for in section seven of this act, the expenses paid by him or them to the city pursuant to the provisions of the terms of sale, with interest to the date of such repayment.

§ 14. **Modification of plans, etc.; certificate thereof; filing of certificate and modified plan.**—The said board of rapid transit railroad commissioners, if, in their judgment, the public interest requires, may, at any time after the full organization of any such corporation, by the concurrent vote of four members, authorize such corporation to alter or add to the detailed plans and specifications contained in its articles of association, provided the plans and specifications as so modified do not change the route or routes of said railway and be not inconsistent with the general plan of construction, adopted under the provisions of section four of this act, and provided also such modifications be first approved by a vote of two-thirds of the directors of said corporation present and voting at any special meeting duly called for the purpose, by written notice stating the nature of the business to be transacted at said meeting. When such authorization by the board of rapid transit railroad commissioners shall have been given, a certificate shall be prepared, and acknowledged by the president and a majority of the directors of said corporation, stating the nature of the modification, and that the same has been approved by the board of directors in the manner above set forth, to which certificate there shall be attached a copy of so much of the original plans and specifications as are to be affected by the modification, and also the plans and specifications as modified. There shall also be contained in such certificate a declaration of the approval of said board of rapid transit railroad commissioners, attested in the same manner as the certificate of full organization. The said certificate, plans and specifications shall then be filed in the office of the secretary of state, and a certified copy or duplicate thereof shall be filed in the office of the clerk in which the



articles of association are filed. And thereupon said corporation shall be authorized to construct its railway or railways and appurtenances in accordance with such modified plans and specifications.

§ 15. **Principal office and place of taxation.**—Every corporation organized under this act shall have its principal office and be taxed on its property in the city where its railway or railways are situated. But no taxes of any kind or nature shall be levied or imposed upon that portion of any railway constructed under this act which is in process of construction, and not in actual operation for the transportation of passengers or freight, but this exemption from taxation during construction shall not apply to any portion or portions of said railway after the date on which said portion or portions shall have been opened to the public for the transportation of passengers or freight. (*Thus amended by chap. 556, Laws 1892.*)

§ 16. **Board of directors ; vacancies and qualifications ; exhibition of books.**—The affairs of said corporation shall be managed by a board of thirteen directors, who shall be chosen annually, by a majority of the votes of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places. In the election of directors, each stockholder shall be entitled to one vote for each share of stock held by him. Vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. No person shall be a director unless he shall be a stockholder owning one hundred shares of stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen. At every election of directors the books and papers of such corporation shall be exhibited to the meeting, provided a majority of the stockholders present shall require it.

§ 17. **Payment of subscription to stock.**—The directors shall require the subscribers to the capital stock of the company to pay the amount by them respectively subscribed in money at such times and in such installments as they may deem proper, not inconsistent with the by-laws and the articles of association.

§ 18. **Personal liability of stockholders ; notice and commencement of action ; recovery by stockholder.**—Each stockholder of any corporation formed under this act shall be individually liable to the creditors of such corporation, to an amount equal to the amount unpaid on the stock held by him, for all the debts and liabilities of such corporation,

until the whole amount of the capital stock so held by him shall have been paid to the corporation; and all the stockholders of any such corporation, shall be jointly and severally liable for the debts due or owing to any of its laborers and servants, other than contractors, for personal services, for thirty days' service performed for such corporation, but shall not be liable to an action therefor before an execution or executions shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such execution or executions shall be the amount recoverable, with costs, against such stockholders; before such laborer or servant shall charge such stockholder for such thirty days' service, he shall give him notice in writing within twenty days after the performance of such service, that he intends so to hold him liable, and he shall commence such action therefor within thirty days after the return of such execution unsatisfied, as above mentioned; and every such stockholder against whom any such recovery by such laborer or servant shall have been had, shall have a right to recover the same of the other stockholders in said corporation, in ratable proportion to the amount of the stock they shall respectively hold.

§ 19. **Transfer of stock.**—The stock of every corporation formed under this act shall be deemed personal estate, and shall be transferable in the manner prescribed by the by-laws of the company, but no share shall be transferable until all previous calls thereon shall have been fully paid in.

§ 20. **Increase or reduction of capital ; notice to stockholders ; statement to be made and filed.**—Any corporation formed under this act may increase or reduce its capital stock from time to time upon obtaining the approval of the board of rapid transit railroad commissioners by a concurrent vote of four members thereof. Such increase or reduction must be approved by a vote in person, or by proxy, of two-thirds in amount of all the stockholders of the corporation, at a meeting of such stockholders called by the directors of the corporation for that purpose, by a notice in writing to each stockholder, to be served on him in the manner provided for service of the notice of the subscribers' meetings provided for in section eleven of this act. Such notice shall state the time and place of the meeting, and its object, and the amount to which it is proposed to increase or reduce the capital stock. A statement of the increase or reduction shall be signed by the president and a majority of the directors and shall be filed in the office of the secretary of state and of the clerk of the county in which the original articles of association are filed. There must be attached



thereto a certificate of the approval of said board of rapid transit railroad commissioners attested in the same manner as the certificate of full organization.

§ 21. **Liability of certain holders of stock.**—No person holding stock in any such corporation, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as a stockholder of such corporation; but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly; and the estate and funds in the hands of such executor, administrator, guardian or trustee shall be liable in like manner, and to the same extent, as the testator or intestate or the ward or person interested in such trust fund would have been if he had been living and competent to act, and held the same stock in his own name.

§ 22. **Liability of corporation to employe; of contractors; notice to be given; action when commenced.**—As often as any contractor for the construction of any part of a railway, which is in progress of construction under the provisions of this act, shall be indebted to any laborer for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said corporation in the manner herein provided; and said corporation shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said corporation therefor. Such notice shall be given by said laborer to said corporation within twenty days after the performance of the number of days' labor for which the claim is made. Such notice shall be in writing, and shall state the amount and number of days' labor, and the time when the same was performed and the name of the contractor from whom due, and shall be signed by such laborer or his attorney, and shall be served on an engineer, agent or superintendent employed by such corporation having charge of the section of the road on which such labor was performed personally, or by leaving the same at the office or usual place of business of such engineer, agent or superintendent with some person of suitable age. But no action shall be maintained against any corporation under the provisions of this section, unless the same be commenced within thirty days after notice is given to such company by such laborer as above provided.

§ 23. **Real estate; proceedings to acquire title.**—Every such corporation shall have the right to acquire and hold such real estate or easement or other interest therein, or rights appertaining thereto, as may

be necessary to enable it to construct, maintain and operate the said railway, or railways, and such as may be necessary for stations, depot, engine-house, car-houses, machine-shops and other appurtenances specified in the articles of association; and in case any such corporation can not agree with the owner or owners of such property it shall have the right to acquire title to the same in pursuance of the terms of and in the manner prescribed in title one of chapter twenty-three of the Code of Civil Procedure, known as the condemnation law.

§ 24. Corporate powers; voluntary grants; purchase of property; may cross and unite with other roads; compensation; transportation of persons and property; entry upon streets, etc.; construction and maintenance of road; excavations; parks and streets, use or occupancy of; right to borrow money and issue bonds.—Every corporation formed under this act shall have power:

1. To take and hold such voluntary grants of real estate and other property as shall be made to it, to aid in the construction, maintenance and accommodation of its railway or railways, but the real estate received by voluntary grant shall be held and used for the purpose of such grant only.

2. To purchase, lease, hold and use all such real estate and other property as may be necessary for the construction and maintenance of its railway or railways, and the stations or other accommodations necessary to accomplish the objects of its incorporation; but nothing herein contained shall be held as repealing or in any way affecting the act, entitled "An act authorizing the construction of railroads upon Indian lands," passed May twelve, eighteen hundred and thirty-six.

3. To cross, intersect, join and unite its railway or railways with any other railway at any point on its route and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches and other conveniences in furtherance of the objects of its connections. And every corporation whose railway is or shall be hereafter intersected by any new railway, shall unite with the owners of such new railway in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, the same shall be ascertained and determined by commissioners to be appointed by the court, in the manner provided in this act in respect to acquiring title to real estate. And if the two corporations cannot agree upon the points and manner of such crossings and connections, the board of



rapid transit railroad commissioners shall determine the same on the application of either corporation.

4. To take and convey persons and property on its railway or railways by the power or force of steam, or by any motor other than animal power, and to receive compensation therefor not inconsistent with the provisions of this act, and the terms of sale under which the said corporation shall have acquired its rights, privileges and franchises.

5. To enter upon and underneath the several streets, avenues, public places and lands designated by the said board of rapid transit railroad commissioners, and enter into and upon the soil of the same; to construct, maintain, operate and use, in accordance with the plan adopted by said board, a railway or railways upon the route or routes, and to the points decided upon, and to secure the necessary foundations and erect the columns, piers and other structures which may be required to secure safety and stability in the construction and maintenance of the railways constructed upon the plan adopted by the said board, and which may be necessary for operating the same, except that nothing in this act shall authorize the construction of a railway crossing the track of any steam railway in actual operation at the grade thereof, and it shall be lawful to make such excavations and openings along the route through which such railway or railways shall be constructed as shall be necessary from time to time; in all cases the surface of said streets around such foundations, piers and columns shall be restored to the condition in which they were before such excavations were made, as near as may be, and under the direction of the proper local authorities; and in all cases the use of streets, avenues, places and lands designated by the said board, and the right of way through the same, for the purpose of a railway or railways, as herein authorized and provided, shall be considered, and is hereby declared to be a public use, consistent with the uses for which the roads, streets, avenues and public places are publicly held; but no such corporation shall have the right to acquire the use or occupancy of public parks or squares in such county, or the use or occupancy of any of the streets or avenues, except such as may have been designated for the route or routes of such railway, and except such temporary privileges as the proper authorities may grant to such corporations to facilitate such construction.

6. From time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railroad, and to issue and dispose of their bonds for such purposes; but the amount of such bonds outstanding at any one time shall not exceed the amount limited by the articles of association. (*Thus amended by chap. 556, Laws of 1892.*)

§ 25. **Employees to wear badges.**—Every conductor, baggage master, engineer, brakeman or other servant of any railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letter of the style of the corporation by which he is employed. No conductor or collector, without such badge, shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office; and no officer or servant without such badge shall have authority to meddle or interfere with any passenger, his baggage or property.

§ 26. **Carrying of mails ; extra trains therefor.**—Any such corporation, shall, when applied to by the postmaster-general, convey the mails of the United States on their road or roads respectively ; and in case the parties can not agree as to the rate of transportation therefor, and as to the time, rate of speed, manner and conditions of carrying the same, it shall be lawful for the governor of this state to appoint three commissioners, who, or a majority of them, after fifteen days' notice in writing of the time and place of meeting to the corporation, shall determine and fix the prices, terms and conditions aforesaid; but such price shall not be less for carrying said mails in the regular passenger trains than the amount which such corporation would receive as freight on a like weight of merchandise transported in their merchandise trains, and a fair compensation for the post-office car. And in case the postmaster-general shall require the mail to be carried at other hours, or at a higher speed than the passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses and wear and tear thereof, and for the services to be fixed as aforesaid.

§ 27. **Ejection of passengers from cars.**—If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, on stopping the train.

§ 28. **Running of cars and conveyance of freight and passengers.**—Every such corporation shall start and run its cars for the transportation of passengers and property at regular times, to be fixed by public notice; and shall furnish sufficient accommodations for the transportation of all such passengers and property as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting and the junction of other railroads, and at usual



stopping places established for receiving and discharging way passengers and freight for that train; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of the freight or fare legally authorized therefor, and shall be liable to the party aggrieved in an action for damages, for any neglect or refusal in the premises.

§ 29. **Intoxication of employes.**—If any person shall, while in charge of a locomotive engine running upon the railway of any such corporation, or while acting as the conductor of a car or train of cars on any such railroad, be intoxicated, he shall be deemed guilty of a misdemeanor.

§ 30. **Willful injury to property.**—If any person or persons shall willfully do, or cause to be done, any act or acts whatever, whereby any building, construction or work of any railway corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to the said corporation treble the amount of damages sustained in consequence of such offense.

§ 31. **Dissolution by legislature.**—The legislature may, at any time annul or dissolve any corporation formed under this act; but such dissolution shall not take away or impair any remedy given against any such corporations, its stockholders or officers, for any liability which shall have been previously incurred.

§ 32. **Power to fix connecting routes and extend lines; additional tracks and facilities; plans, compensation, etc.; certificate by board; delivery and filing thereof; powers conferred thereupon; right to construct; consent of property owners and local authorities.**—The said board of rapid transit railroad commissioners may also from time to time, upon application of any railway corporation owning or actually operating a railroad wholly or in part within the limits of any city in which the said board has power to act, if in the judgment of said board the public interests so demand, by the concurrent vote of all the members of said board fix and determine the route or routes by which any such railway company may connect with other steam railways, or the stations thereof, or with steam ferries, or may extend its lines within said city and may authorize any such railway company to lay an additional track or tracks on, above, under or contiguous to a portion or the whole of the route or routes of its

railway or railways within said city and to acquire terminal or other facilities necessary for the accommodation of the traveling public on any street or place except the place now known as Battery park on which said railway shall be located; and the said board shall fix and determine, the locations and plans of construction of the railways upon such route or routes and of such tracks and facilities, the times within which they shall be respectively constructed, the compensation to be made therefor to the city by said railway company, and such other terms, conditions and requirements as to the said board may appear just and proper. A certificate shall be prepared by the said board, attested by its seal and the signatures of its presiding officer, setting forth in detail the action taken by the said board with respect to such connecting or extended route or routes and such tracks and facilities, and the terms, conditions and requirements aforesaid. Such certificates shall be delivered to said railway corporation upon the receipt by said board of a written acceptance of said terms, conditions and requirements, duly executed by said railway corporation, so as to entitle it to be recorded. The said certificate shall be filed in the office of the secretary of state, and a duly certified copy thereof shall be filed in the office of the clerk of the county in which the railways of said railway corporation are situated, and thereupon, and upon fulfillment by such railway corporation, so far as it relates to such connections, additional track or tracks, or facilities, of such of the requirements and conditions as are necessary to be fulfilled in such cases, under section eighteen of article three of the constitution of this state, and upon fulfillment by such railway corporation of such other terms, conditions and requirements enumerated in said certificate, as the said board may require to be fulfilled as a condition precedent to commencing said work, said railway company shall in such cases possess in addition to existing franchises all the powers conferred by this act upon corporations specially formed thereunder, with respect to its railways authorized to be constructed as aforesaid, and when any route or routes, additional track or tracks, or terminal or other facilities, shall be so fixed and determined, and a certificate as aforesaid shall have been duly filed, such railway company may construct the same with all the rights, and with like effect as though the same had been a part of the original route of its railway then in actual operation. But the construction and operation of such connections, extensions, additional track or tracks, or facilities, are hereby authorized only upon the condition that the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having the control of that portion of a street or high-



way upon, above or under which it is proposed to construct or operate the same, be first obtained, or in case the consent of such property owners can not be obtained, the general term of the supreme court in the district in which they are proposed to be constructed, may, upon application, in the same manner and on the same notice specified in section five of this act, appoint three commissioners, who shall determine after a hearing of all parties interested, whether the same ought to be constructed or operated, and their determination, confirmed by the court, may be taken in lieu of the consent of the property owners.

**§ 33. Removal of horse railway tracks; costs and charges.—**

Wherever the route selected by the said board of rapid transit railroad commissioners for the construction of such railway shall intersect, cross or coincide with any railway track or tracks occupying the surface of any street or avenues, any corporation organized under this act is hereby authorized, for the purpose of constructing the said work, to remove the track or tracks of any such surface railway or railways, but the same shall be done in such manner as to interfere as little as possible with the practical operation or workings of such surface railway or railways, and upon the construction of such railway built under and in conformity with the provisions of this act, where such removals or changes have been made, the same shall be restored, as nearly as may be, to the condition in which they were previous to the construction of any such railway built under the provisions of this act, and any damage which such company or companies may sustain, shall be ascertained by a commission to be appointed the same as in the case where lands are taken for the purposes of a railway route or routes as hereinbefore provided in this act. All such removals and restorations shall be made at the proper cost and charge of such corporation as may have entered upon the occupancy of such street or streets. Nothing contained in this act shall authorize any corporation formed thereunder to use the tracks of any horse railway.

**§ 34. Construction of act.—** This act shall not be construed to repeal or in any manner affect chapter six hundred and six of the laws of eighteen hundred and seventy-five, entitled "An act to further provide for the construction and operation of a steam railway or railways in the counties of this state," or the acts amendatory thereof or supplementary thereto, or article five of chapter five hundred and sixty-five of the laws of eighteen hundred and ninety, known as the railroad law, except so far as the said acts, or either of them, would if this act had not been passed, authorize the appointment here-

after of any commissioners applied for as provided in section one of said act of eighteen hundred and seventy-five, or in section one hundred and twenty of said act of eighteen hundred and ninety, in any city or cities containing a population of over one million inhabitants, according to the last preceding national or state census or authorize any commissioners already appointed pursuant to the provisions of such act or acts in any such city or cities, to fix, determine or locate any new route or routes, pursuant to the provisions of either of said acts. This act shall not be construed in any manner to affect the exercise or enjoyment at any time, and from time to time hereafter, of any right or rights heretofore acquired, exercised or enjoyed by any corporation heretofore duly incorporated and organized or deriving powers and rights under the laws of this state. This act shall not affect or impair the exercise or enjoyment of any right or rights now possessed or heretofore acquired or heretofore authorized to be acquired, exercised or enjoyed by any street surface railroad corporation, except as herein otherwise expressly provided, and this act shall not be construed to repeal or in any manner affect chapter one hundred and forty of the laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations, and to regulate the same," or either of the several acts amendatory thereof or supplementary thereto. This act shall not be construed to repeal or in any manner affect chapter five hundred and sixty-five of the laws of eighteen hundred and ninety, known as the railroad law, except hereinabove expressly provided, or except so far as the provisions of the same conflict with the provisions of this act.

§ 35. **No surface roads under act.**—No railroad shall be constructed or operated upon the surface of any street, avenue or highway in the city of New York under the provisions or authority of this act.

§ 36. **Repeal.**—All acts or parts of acts local or general inconsistent with this act are hereby repealed.

§ 37. This act shall take effect immediately.

§ 38. The board of directors of any company incorporated for the purpose of constructing, maintaining or operating a bridge or bridges connecting a city of more than one million inhabitants with any other city in this state, and by the act of incorporation of which authority shall have been conferred or intended to be conferred, to construct, maintain or operate, as a part of or in connection with its bridge, an approach or approaches thereto extending generally in an easterly and



westerly direction, may determine in lieu of constructing such approach or approaches, to build, maintain and operate an elevated railway, the route of which shall be coincident with the route of such approach or approaches as defined in said act, and shall adopt a general plan for the construction thereof, and which shall show the general mode of operation, and contain such details as to manner of construction as may be necessary to show the extent to which any street, avenue, or other public place is to be encroached upon and the property abutting thereon affected, a copy of which plan shall be transmitted to the common council of the city in which the same is to be located. Such proceedings shall thereupon be had by such common council as are provided by section five of this act, as though such plans had been transmitted by the rapid transit commissioners as contemplated in said section. Provided, that where, in any such city the exclusive control of any street, route, highway or avenue, which is to be occupied by any railway or railways constructed under the provisions of this section is by law vested in any local authority other than the common council of such city, the approval of the aforesaid plans, and consent to the construction of a railway thereunder shall be given by such local authority in place of, and if required in addition to such approval and consent by such common council, and with like effect. Upon obtaining the approval and consent of the local authorities as in said section provided, the said board of directors shall take the necessary steps to obtain, if possible, the consent of the property owners along the line of the said route or routes, and all proceedings in respect of such consents or when such consents can not be obtained shall be similar in all respects to the proceedings in said section provided. Any consent of the local authorities to construct or operate such railway shall be given only upon the condition that the rate of fare upon such elevated railway shall not exceed five cents for each passenger, and that payment of such fare shall entitle each passenger to and from such elevated railroad to free transit across the bridge or bridges with which it is intended to connect the same. When the consents of the local authorities and the property owners, or in lieu thereof, the authorization of the supreme court upon the report of the commissioners shall have been obtained, and the said company shall have accepted such condition it shall have all the powers of corporations formed under this act, it shall be authorized to build, construct, maintain and operate such elevated railway or railways, but all provisions of this act, or of any act requiring the sale of the right, privilege and franchise of constructing, maintaining and operating such railway or railways, or requiring

a corporation or corporations to be organized for the purpose of acquiring such right, privilege and franchise, and all other provisions of this act or of any act inconsistent with this section, are hereby declared inapplicable to such elevated railway and to such company. The entire route of any elevated railway constructed under the provisions of this section shall not exceed three miles in length, nor shall any part of said railway, except at the termini thereof be less than sixteen feet above any street, avenue or public place, or less than fourteen feet above any existing elevated railway, which may be crossed, intervened or intersected thereby. The said railway may be located and constructed so as to cross any intersecting street, avenue, highway or place otherwise exempted, except that no public park shall be occupied or crossed thereby, the structure of such elevated railway shall be liable to taxation as provided by law for similar structures. (*This section added by chap. 102, Laws 1892.*)



# INTERSTATE COMMERCE ACT.

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APPROVED FEBRUARY 4, 1887, AND AS AMENDED BY ACT APPROVED MARCH 2, 1889.

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**Carriers and transportation subject to the act.**—*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the provisions of this act shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water when both are used, under a common control, management, or arrangement, for a continuous carriage or shipment, from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States, or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of transshipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country: *Provided, however,* That the provisions of this act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid.

**What the terms “railroad” and “transportation” include.**—The term “railroad” as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement or lease; and the term “transportation” shall include all instrumentalities of shipment or carriage.

**Charges to be reasonable.**—All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, deliver-

ing, storage, or handling of such property, shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

§ 2. **Unjust discrimination forbidden.**—That if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property, subject to the provisions of this act, than it charges, demands, collects, or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

§ 3. **Undue or unreasonable preference or advantage forbidden.**—That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

**Facilities for interchange of traffic.**—Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

§ 4. **Long and short haul provision.**—That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being



included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: *Provided, however,* that upon application to the commission appointed under the provisions of this act, such common carriers may, in special cases, after investigation by the commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act.

**§ 5. Pooling of freights and division of earnings forbidden.**—That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any contract, agreement, or combination with any other common carrier or carriers for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freight as aforesaid, each day of its continuance shall be deemed a separate offense.

**§ 6. Printing and posting of schedules of rates, fares and charges.**— (*As amended.*) That every common carrier subject to the provisions of this act shall print and keep open to public inspection schedules showing the rates and fares and charges for the transportation of passengers and property which any such common carrier has established and which are in force at the time upon its route. The schedules printed as aforesaid by any such common carrier shall plainly state the places upon its railroad between which property and passengers will be carried, and shall contain the classification of freight in force, and shall also state separately the terminal charges and any rules or regulations which in any wise change, affect or determine any part or the aggregate of such aforesaid rates and fares and charges. Such schedules shall be plainly printed in large type, and copies for the use of the public shall be posted in two public and conspicuous places, in every depot, station, or office of such carrier where passengers or freight, respectively, are received, for transportation, in such form that they shall be accessible to the public and can be conveniently inspected.

**Printing and posting of schedules of rates on freight carried through a foreign country.**—Any common carrier subject to the provisions of this act receiving freight in the United States to be carried through a foreign country to any place in the United States shall also in

like manner print and keep open to public inspection, at every depot or office where such freight is received for shipment, schedules showing the through rates established and charged by such common carrier to all points in the United States beyond the foreign country to which it accepts freight for shipment; and any freight shipped from the United States through a foreign country into the United States, the through rate on which shall not have been made public as required by this act, shall, before it is admitted into the United States from said foreign country, be subject to customs duties as if said freight were of foreign production; and any law in conflict with this section is hereby repealed.

**Ten days' public notice of advance in rates to be given; three days' public notice of reduction in rates to be given.**—No advance shall be made in the rates, fares and charges which have been established and published as aforesaid by any common carrier in compliance with the requirements of this section, except after ten days' public notice, which shall plainly state the changes proposed to be made in the schedule then in force, and the time when the increased rates, fares, or charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept open to public inspection. Reductions in such published rates, fares, or charges shall only be made after three days' previous notice, to be given in the same manner that notice of an advance in rates must be given.

**Published rates not to be deviated from.**—And when any such common carrier shall have established and published its rates, fares, and charges in compliance with the provisions of this section, it shall be unlawful for such common carrier to charge, demand, collect, or receive from any person or persons a greater or less compensation for the transportation of passengers or property, or for any services in connection therewith, than is specified in such published schedule of rates, fares and charges as may at the time be in force.

**Copies of schedules of rates, fares and charges to be filed with Commission; copies of contracts and agreements to be filed with Commission; joint tariffs to be filed with Commission; power of Commission to prescribe publicity.**—Every common carrier subject to the provisions of this act shall file with the commission hereinafter provided for copies of its schedules of rates, fares and charges which have been established and published in compliance with the requirements of this section, and shall promptly notify said commission of all changes made in the same. Every such common carrier shall also file with said commission



copies of all contracts, agreements or arrangements, with other common carriers in relation to any traffic affected by the provisions of this act to which it may be a party. And in cases where passengers and freight pass over continuous lines or routes operated by more than one common carrier, and the several common carriers operating such lines or routes establish joint tariffs of rates or fares or charges for such continuous lines or routes, copies of such joint tariffs shall also, in like manner, be filed with said commission. Such joint rates, fares and charges on such continuous lines so filed as aforesaid shall be made public by such common carriers when directed by said commission, in so far as may, in the judgment of the commission, be deemed practicable; and said commission shall from time to time prescribe the measure of publicity which shall be given to such rates, fares and charges, or to such part of them as it may deem it practicable for such common carriers to publish, and the places in which they shall be published.

Ten days' notice to Commission of advance in joint rates, fares and charges; three days' notice to Commission of reduction in joint rates, fares and charges; power of Commission to make advances or reductions public.—No advance shall be made in joint rates, fares and charges, shown upon joint tariffs, except after ten days' notice to the commission, which shall plainly state the changes proposed to be made in the schedule then in force, and the time when the increased rates, fares or charges will go into effect. No reduction shall be made in joint rates, fares and charges, except after three days' notice, to be given to the commission as is above provided in the case of an advance of joint rates. The commission may make public such proposed advances, or such reductions, in such manner as may, in its judgment, be deemed practicable, and may prescribe from time to time the measure of publicity which common carriers shall give to advances or reductions in joint tariffs.

Joint rates, fares and charges not to be deviated from.—It shall be unlawful for any common carrier, party to any joint tariff, to charge, demand, collect or receive from any person or persons, a greater or less compensation for the transportation of persons or property, or for any services in connection therewith, between any points as to which a joint rate, fare or charge is named thereon than is specified in the schedule filed with the commission in force at the time.

Commission may prescribe forms of schedules of rates, fares and charges.—The commission may determine and prescribe the form in which the schedules required by this section to be kept open to public

inspection shall be prepared and arranged, and may change the form from time to time as shall be found expedient.

**Penalties for neglecting or refusing to file or publish rates, fares and charges.**— If any such common carrier shall neglect or refuse to file or publish its schedules or tariffs of rates, fares and charges as provided in this section, or any part of the same, such common carrier shall, in addition to other penalties herein prescribed, be subject to a writ of mandamus, to be issued by any circuit court of the United States in the judicial district wherein the principal office of said common carrier is situated, or wherein such offense may be committed, and if such common carrier be a foreign corporation in the judicial circuit wherein such common carrier accepts traffic and has an agent to perform such service, to compel compliance with the aforesaid provisions of this section; and such writ shall issue in the name of the people of the United States at the relation of the commissioners appointed under the provisions of this act; and the failure to comply with its requirements shall be punishable as and for a contempt; and the said commissioners, as complainants, may also apply, in any such circuit court of the United States, for a writ of injunction against such common carrier, to restrain such common carrier from receiving or transporting property among the several states and territories of the United States, or between the United States and adjacent foreign countries, or between ports of transshipment and of entry and the several states and territories of the United States, as mentioned in the first section of this act, until such common carrier shall have complied with the aforesaid provisions of this section of this act.

**§ 7. Continuous carriage of freights not to be unnecessarily interrupted.**— That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract or agreement, expressed or implied, to prevent, by change of time schedule, carriage in different cars, or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage, or interruption made by such common carrier shall prevent the carriage of freights from being and being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage, or interruption was made in good faith for some necessary purpose, and without any intent to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this act.



§ 8. **Liability of common carriers for damages.**—That in case any common carrier subject to the provisions of this act shall do, cause to be done, or permit to be done any act, matter or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter or thing in this act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with a reasonable counsel or attorney's fee, to be fixed by the court in every case of recovery, which attorney's fee shall be taxed and collected as part of the costs in the case.

§ 9. **Persons claiming to be damaged may complain to Commission or bring suit in United States courts; officers, etc., of defendant may be compelled to testify.**—That any person or persons claiming to be damaged by any common carrier subject to the provisions of this act may either make complaint to the commission as hereinafter provided for, or may bring suit in his or their own behalf for the recovery of the damages for which such common carrier may be liable under the provisions of this act, in any district or circuit court of the United States of competent jurisdiction; but such person or persons shall not have the right to pursue both of said remedies, and must in each case elect which one of the two methods of procedure herein provided for he or they will adopt. In any such action brought for the recovery of damages the court before which the same shall be pending may compel any director, officer, receiver, trustee or agent of the corporation or company defendant in such suit to attend, appear and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

§ 10. **Penalties for violations of act by carriers, their officers or agents; fine and imprisonment.**— (*As amended.*) That any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent or person, acting for or employed by such corporation, who, alone or with any other corporation, company, person or party, shall willfully do or cause to be done, or shall willingly suffer or permit to be done, any act, matter or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall willfully omit

or fail to do any act, matter or thing in this act required to be done, or shall cause or willingly suffer or permit any act, matter or thing so directed or required by this act to be done not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court of the United States within the jurisdiction of which such offense was committed, be subject to a fine of not to exceed five thousand dollars for each offense: *Provided*, that if the offense for which any person shall be convicted as aforesaid shall be an unlawful discrimination in rates, fares, or charges, for the transportation of passengers or property, such person shall, in addition to the fine hereinbefore provided for, be liable to imprisonment in the penitentiary for a term of not exceeding two years, or both such fine and imprisonment, in the discretion of the court.

**Penalties for false billing, etc., by carriers, their officers or agents ; fine and imprisonment.**—Any common carrier subject to the provisions of this act or, whenever such common carrier is a corporation, any officer or agent thereof, or any person acting for or employed by such corporation, who by means of false billing, false classification, false weighing, or false report of weight, or by any other devise or means, shall knowingly and willfully assist, or shall willingly suffer or permit any person or person to obtain transportation for property at less than the regular rates then established and in force on the line of transportation of such common carrier, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court, for each offense.

**Penalties for false billing, etc., by shippers and other persons; fine and imprisonment.**—Any person and any officer or agent of any corporation or company who shall deliver property for transportation to any common carrier, subject to the provisions of this act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and willfully, by false billing, false classification, false weighing, false representation of the contents of the package, or false report of weight, or by any other devise or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates then



established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject for each offense to a fine of not exceeding five thousand dollars or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court.

**Penalties for inducing common carriers to discriminate unjustly; fine and imprisonment; joint liability with carrier for damages.—**

If any such person, or any officer or agent of any such corporation or company, shall, by payment of money or other thing of value, solicitation, or otherwise induce any common carrier subject to the provision of this act, or any of its officers or agents, to discriminate unjustly in his, its, or their favor as against any other consignor or consignee in the transportation of property, or shall aid or abet any common carrier in any such unjust discrimination, such person or such officer or agent of such corporation or company shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding five thousand dollars or imprisonment for a term of not exceeding two years or both, in the discretion of the court, for each offense; and such person, corporation, or company shall also, together with said common carrier, be liable jointly or severally, in an action on the case to be brought by any consignor or consignee, discriminated against in any court of the United States of competent jurisdiction for all damages caused by or resulting therefrom.

§ 11. **Interstate Commerce Commissioners — how appointed; terms of Commissioners.**—That a commission is hereby created and established to be known as the Interstate Commerce Commission, which shall be composed of five commissioners, who shall be appointed by the President, by and with the advice and consent of the Senate. The commissioners first appointed under this act shall continue in office for the term of two, three, four, five and six years, respectively, from the first day of January, anno Domini eighteen hundred and eighty-seven, the term of each to be designated by the President; but their successors shall be appointed for terms of six years, except that any person chosen to fill a vacancy shall be appointed only for the unexpired time of the commissioner whom he shall succeed. Any commissioner may be removed by the President for inefficiency, neglect of duty or

malfeasance in office. Not more than three of the commissioners shall be appointed from the same political party. No person in the employ of or holding any official relation to any common carrier subject to the provisions of this act, or owning stocks or bonds thereof, or who is in any manner pecuniarily interested therein, shall enter upon the duties of or hold such office. Said commissioners shall not engage in any other business, vocation or employment. No vacancy in the commission shall impair the right of the remaining commissioners to exercise all the powers of the commission.

§ 12. **Power of Commission to inquire into business of carriers; Commission required to enforce the provisions of the act; power of the Commission to require attendance of witnesses and production of books and papers.**—(*As amended.*) That the commission hereby created shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this act, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carriers full and complete information necessary to enable the commission to perform the duties and carry out the objects for which it was created; and the commission is hereby authorized and required to execute and enforce the provisions of this act; and, upon the request of the commission, it shall be the duty of any district attorney of the United States to whom the commission may apply to institute in the proper court and to prosecute under the direction of the Attorney-General of the United States, all necessary proceedings for the enforcement of the provisions of this act and for the punishment of all violations thereof; and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States; and for the purposes of this act the commission shall have power to require, by subpœna, the attendance and testimony of witnesses and the production of all books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation, and in case of disobedience to a subpœna, the commission, or any party to a proceeding before the commission, may invoke the aid of any court of the United States in requiring the attendance and testimony of witnesses and the production of books, papers, and documents under the provisions of this section.

**Punishment for refusal to testify or produce books and papers.**— And any of the circuit courts of the United States within the jurisdiction of which such inquiry is carried on may, in case of contumacy or refusal to obey a subpœna issued to any common carrier subject to the



provisions of this act, or other person, issue an order requiring such common carrier or other person to appear before said commission (and produce books and papers if so ordered) and give evidence touching the matter in question; and any failure to obey such order of the court may be punished by such court as a contempt thereof. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

§ 13. **Complaints to Commission; how and by whom made; reparation by carriers before investigation; investigations by the Commission.**—That any person, firm, corporation or association, or any mercantile, agricultural or manufacturing society, or any body politic or municipal organization complaining of anything done or omitted to be done by any common carrier subject to the provisions of this act in contravention of the provisions thereof, may apply to said commission by petition, which shall briefly state the facts; whereupon a statement of the charges thus made shall be forwarded by the commission to such common carrier, who shall be called upon to satisfy the complaint or to answer the same in writing within a reasonable time, to be specified by the commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the commission to investigate the matters complained of in such manner and by such means as it shall deem proper.

Said commission shall in like manner investigate any complaint forwarded by the railroad commissioner or railroad commission of any state or territory at the request of such commissioner or commission, and may institute any inquiry on its own motion in the same manner and to the same effect as though complaint had been made.

No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

§ 14. **Findings of Commission prima facie evidence in judicial proceedings.**—(*As amended.*) That whenever an investigation shall be made by said commission, it shall be its duty to make a report in writing in respect thereto, which shall include the findings of fact upon which the conclusions of the commission are based, together with

its recommendation as to what reparation, if any, should be made by the common carrier to any party or parties who may be found to have been injured, and such findings so made shall thereafter, in judicial proceedings, be deemed *prima facie* evidence as the each and every fact found.

All reports of investigations made by the commission shall be entered of record, and a copy thereof shall be furnished to the party who may have complained, and to any common carriers that may have been complained of.

**Reports and decisions; authorized publication to be competent evidence; publication and distribution of annual reports of Commission.**—The commission may provide for the publication of its reports and decisions in such form and manner as may be best adapted for public information and use, and such authorized publications shall be competent evidence of the reports and decisions of the commission therein contained, in all courts of the United States, and of the several States, without any further proof or authentication thereof. The commission may also cause to be printed for early distribution its annual reports.

§ 15. **Notice to common carriers to cease from violation of act; compliance with notice to cease from violation of act; reparation.**—That if in any case in which an investigation shall be made by said commission it shall be made to appear to the satisfaction of the commission, either by the testimony of witnesses or other evidence, that anything has been done or omitted to be done in violation of the provisions of this act, or of any law cognizable by said commission, by any common carrier, or that any injury or damage has been sustained by the party or parties complaining, or by other parties aggrieved in consequence of any such violation, it shall be the duty of the commission to forthwith cause a copy of its report in respect thereto to be delivered to such common carrier, together with a notice to said common carrier to cease and desist from such violation, or to make reparation for the injury so found to have been done, or both, within a reasonable time, to be specified by the commission; and if, within the time specified, it shall be made to appear to the commission that such common carrier has ceased from such violation of law, and has made reparation for the injury found to have been, in compliance with the report and notice of the commission, or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the commission and the said common carrier shall thereupon be relieved from further liability or penalty for such particular violation of law.



§ 16. **Petition to United States courts in cases of disobedience to order of commission ; power of United States courts to hear and determine cases of disobedience ; writs of injunction or other process against carriers in cases of disobedience ; punishment for refusal to obey writs of injunction or other proper process ; fine ; appeals to Supreme Court of United States.**—

*(As amended.)* That whenever any common carrier, as defined in and subject to the provisions of this act, shall violate, or refuse or neglect to obey or perform any lawful order or requirement of the commission created by this act, not founded upon a controversy requiring a trial by jury, as provided by the seventh amendment to the Constitution of the United States, it shall be lawful for the commission or for any company or person interested in such order or requirement, to apply in a summary way, by petition, to the Circuit Court of the United States sitting in equity in the judicial district in which the common carrier complained of has its principal office, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience, as the case may be; and the said court shall have power to hear and determine the matter, on such short notice to the common carrier complained of as the court shall deem reasonable; and such notice may be served on such common carrier, his or its officers, agents, or servants in such manner as the court shall direct; and said court shall proceed to hear and determine the matter as speedily as a court of equity, and without the formal pleadings and proceedings applicable to ordinary suits in equity, but in such manner as to do justice in the premises; and to this end such court shall have power, if it think fit, to direct and prosecute in such mode and by such persons as it may appoint, all such inquiries as the court may think needful to enable it to form a just judgment in the matter of such petition; and on such hearing the findings of fact in the report of said commission shall be prima facie evidence of the matters therein stated; and if it be made to appear to such court, on such hearing or on report of any such person or persons, that the lawful order or requirement of said commission drawn in question has been violated or disobeyed it shall be lawful for such court to issue a writ of injunction or other proper process, mandatory or otherwise, to restrain such common carrier from further continuing such violation or disobedience of such order or requirement of said commission, and enjoining obedience to the same; and in case of any disobedience of any such writ of injunction or other proper process, mandatory or otherwise, it shall be lawful for such court to issue writs of attachment, or any other process of said court incident or applicable to writs of injunction or other proper process, mandatory or otherwise, against such common carrier, and if a corporation, against one or more

of the directors, officers, or agents of the same, or against any owner, lessee, trustee, receiver, or other person failing to obey such writ of injunction, or other proper process, mandatory or otherwise; and said court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction or other proper process, mandatory or otherwise, to pay such sum of money, not exceeding for each carrier or person in default the sum of five hundred dollars for every day, after a day to be named in the order, that such carrier or other person shall fail to obey such injunction or other proper process, mandatory or otherwise; and such moneys shall be payable as the court shall direct, either to the party complaining or into court, to abide the ultimate decision of the court, or into the treasury; and payment thereof may, without prejudice to any other mode of recovering the same, be enforced by attachment or order in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree in personam in such court. When the subject in dispute shall be of the value of two thousand dollars or more, either party to such proceeding before said court may appeal to the Supreme Court of the United States, under the same regulations now provided by law in respect of security for such appeal; but such appeal shall not operate to stay or supersede the order of the court or the execution of any writ or process thereon; and such court may, in every such matter, order the payment of such costs and counsel fees as shall be deemed reasonable. Whenever any such petition shall be filed or presented by the commission it shall be the duty of the district attorney, under the direction of the attorney-general of the United States, to prosecute the same; and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States.

**Petition to United States courts in cases of disobedience when trial by jury is necessary ; trial by jury ; trial by court ; appeals to supreme court of United States ; counsel or attorney's fees.**—If the matters involved in any such order or requirement of said commission are founded upon a controversy requiring a trial by jury, as provided by the seventh amendment to the Constitution of the United States, and any such common carrier shall violate or refuse or neglect to obey or perform the same, after notice given by said commission as provided in the fifteenth section of this act, it shall be lawful for any company or person interested in such order or requirement to apply in a summary way by petition to the circuit court of the United States sitting as a court of law in the judicial district in which the carrier complained of has its principal office, or in which the violation or disobedience of such



order or requirement shall happen, alleging such violation or disobedience as the case may be; and said court shall by its order then fix a time and place for the trial of said cause, which shall not be less than twenty nor more than forty days from the time said order is made, and it shall be the duty of the marshal of the district in which said proceedings is pending to forthwith serve a copy of said petition, and of said order, upon each of the defendants, and it shall be the duty of the defendants to file their answers to said petition within ten days after the service of the same upon them as aforesaid. \* At the trial the findings of fact of said commission as set forth in its report shall be prima facie evidence of the matters therein stated, and if either party shall demand a jury or shall omit to waive a jury, the court shall, by its order, direct the marshal forthwith to summon a jury to try the cause; but if all the parties shall waive a jury in writing, then the court shall try the issues in said cause and render its judgment thereon. If the subject in dispute shall be of the value of two thousand dollars or more either party may appeal to the supreme court of the United States under the same regulations now provided by law in respect to security for such appeal; but such appeal must be taken within twenty days from the day of the rendition of the judgment of said Circuit Court. If the judgment of the Circuit Court shall be in favor of the party complaining, he or they shall be entitled to recover a reasonable counsel or attorney's fee to be fixed by the court, which shall be collected as part of the costs in the case. For the purposes of this act, excepting its penal provisions, the Circuit Courts of the United States shall be deemed to be always in session.

§ 17. Interstate Commerce Commission — form of procedure; official seal.— (*As amended.*) That the commission may conduct its proceedings in such manner as will best conduce to the proper dispatch of business and to the ends of justice. A majority of the commission shall constitute a quorum for the transaction of business, but no commissioner shall participate in any hearing or proceeding in which he has any pecuniary interest. Said commission may, from time to time, make or amend such general rules or orders as may be requisite for the order and regulation of proceedings before it, including forms of notices and the service thereof, which shall conform, as nearly as may be, to those in use in the courts of the United States. Any party may appear before said commission and be heard, in person or by attorney. Every vote and official act of the commission shall be entered of record, and its proceedings shall be public upon the request of either party interested. Said commission shall have an-

official seal, which shall be judicially noticed. Either of the members of the commission may administer oaths and affirmations and sign subpœnas.

§ 18. **Salaries of Commissioners ; secretary — how appointed ; salary ; offices and supplies ; witness fees.**—(*As amended.*) That each commissioner shall receive an annual salary of seven thousand five hundred dollars, payable in the same manner as the judges of the courts of the United States. The commission shall appoint a secretary, who shall receive an annual salary of three thousand five hundred dollars, payable in like manner. The commission shall have authority to employ and fix the compensation of such other employes as it may find necessary to the proper performance of its duties. Until otherwise provided by law the commission may hire suitable offices for its use, and shall have authority to procure all necessary office supplies. Witnesses summoned before the commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States.

**Expenses of the Commission — how paid.**—All of the expenses of the commission, including all necessary expenses for transportation incurred by the commissioners or by their employes under their orders, in making any investigation, or upon official business in any other places than in the city of Washington; shall be allowed and paid on the presentation of itemized vouchers therefor, approved by the chairman of the commission.

§ 19. **Principal office of the Commission — sessions of the Commission.**—That the principal office of the commission shall be in the city of Washington, where its general sessions shall be held; but whenever the convenience of the public or the parties may be promoted or delay or expense prevented thereby, the commission may hold special sessions in any part of the United States. It may, by one or more of the commissioners, prosecute any inquiry necessary to its duties, in any part of the United States, into any matter or question of fact pertaining to the business of any common carrier subject to the provisions of this act.

§ 20. **Carriers subject to the act must render full annual reports to Commission ; Commission may prescribe methods of keeping accounts.**—That the commission is hereby authorized to require annual reports from all common carriers subject to the provisions of this act, to fix the time and prescribe the manner in which such reports shall be made, and



to require from such carriers specific answers to all questions upon which the commission may need information. Such annual reports shall show in detail the amount of capital stock issued, the amounts paid therefor, and the manner of payment for the same; the dividends paid, the surplus fund, if any, and the number of stockholders; the funded and floating debts and the interest paid thereon; the cost and value of the carrier's property, franchises and equipments; the number of employes and the salaries paid each class, the amounts expended for improvements each year, how expended and the character of such improvements; the earnings and receipts from each branch of business and from all sources; the operating and other expenses; the balances of profit and loss; and a complete exhibit of the financial operations of the carrier each year, including an annual balance sheet. Such report shall also contain such information in relation to rates or regulations concerning fares or freights, or agreements, arrangements or contracts with other common carriers, as the commission may require; and the said commission may, within its discretion, for the purpose of enabling it the better to carry out the purposes of this act, prescribe (if in the opinion of the commission it is practicable to prescribe such uniformity and methods of keeping accounts) a period of time within which all common carriers subject to the provisions of this act shall have, as near as may be, a uniform system of accounts, and the manner in which such accounts shall be kept.

§ 21. **Annual reports of the Commission to Congress.**— (*As amended.*) That the commission shall, on or before the first day of December in each year, make a report, which shall be transmitted to congress, and copies of which shall be distributed as are the other reports transmitted to congress. This report shall contain such information and data collected by the commission as may be considered of value in the determination of questions connected with the regulation of commerce, together with such recommendations as to additional legislation relating thereto as the commission may deem necessary; and the names and compensation of the persons employed by said commission.

§ 22. **Persons and property that may be carried free or at reduced rates; mileage, excursion, or commutation passenger tickets; passes and free transportation to officers and employes of railroad companies; pending litigation not affected by act.**— (*As amended.*) That nothing in this act shall prevent the carriage, storage or handling of property free or at reduced rates for the United States, state or municipal governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat, or the free carriage of desti-

tute and homeless persons transported by charitable societies, and the necessary agents employed in such transportation, or the issuance of mileage, excursion or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to municipal governments for the transportation of indigent persons, or to inmates of the National Homes or State Homes for Disabled Volunteer Soldiers, and of Soldiers and Sailors' Orphan Homes, including those about to enter and those returning home after discharge, under arrangement with the boards of managers of said homes; nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employes, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employes; and nothing in this act contained shall in any way abridge or alter the remedies now existing by common law or by statute, but the provisions of this act are in addition to such remedies: *Provided*, That no pending litigation shall in any way be affected by this act.

**Jurisdiction of United States courts to issue writs of peremptory mandamus commanding the movement of interstate traffic or the furnishing of cars or other transportation facilities.—**  
(*New section.*) That the circuit and district courts of the United States shall have jurisdiction upon the relation of any person or persons, firm, or corporation, alleging such violation by a common carrier, of any of the provisions of the act to which this is a supplement and all acts amendatory thereof, as prevents the relator from having interstate traffic moved by said common carrier at the same rates as are charged, or upon terms or conditions as favorable as those given by said common carrier for like traffic under similar conditions to any other shipper, to issue a writ or writs of mandamus against said common carrier, commanding such common carrier to move and transport the traffic, or to furnish cars or other facilities for transportation for the party applying for the writ: *Provided*, that if any question of fact as to the proper compensation to the common carrier for the service to be enforced by the writ is raised by the pleadings, the writ of peremptory mandamus may issue, notwithstanding such question of fact is undetermined, upon such terms as to security, payment of money into the court, or otherwise, as the court may think proper, pending the determination of the question of fact: *Provided*, that the remedy hereby given by writ of mandamus shall be cumulative, and shall not be held to exclude or interfere with other remedies provided by this act or the act to which it is a supplement.





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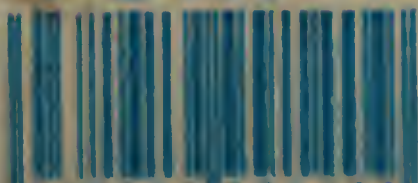








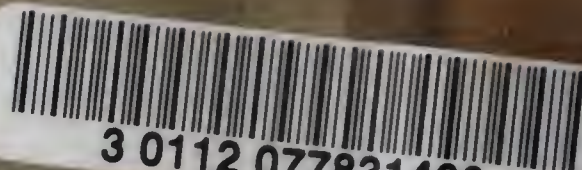
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